



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 10 October 2019 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 18 October 2019 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

October 2019

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 14 November 2019

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. **Petitions and Public Address**

4. **A40 Transport Model License Agreement** (Pages 1 - 4)

Forward Plan Ref: 2019/150

Contact: Chanika Farmer, Transport Development Control Lead – Cherwell, West Oxfordshire and Oxford Tel: 07557 082590

Report by Director for Planning & Place (**CMDE4**).

The report discusses the licensing of the A40 VISSIM Model to 3rd parties.

Oxfordshire County Council commissioned Wood PLC to construct a VISSIM transport model for the A40 corridor. The intellectual property rights in the developed model are owned by the council.

The A40 VISSIM Model models the existing conditions and expected future growth including the West Eynsham and Oxfordshire Cotswold Garden Village allocated sites. The model was initially designed to help OCC assess the A40 corridor and help unlock growth in Oxfordshire. Whilst not used for the Eynsham Park & Ride site due to time constraints, the model will help to inform the Eynsham Area Action Plan (AAP) and the subsequent planning applications.

It is proposed that the A40 VISSIM model be licensed to transport consultants on a non-exclusive basis in return for a one-off license fee equal to 25% of OCC's development costs.

The license agreement will enable the transport consultant, using the A40 VISSIM

model, to assess the impact of the planning application and fully mitigate any impact of the proposals.

OCC Legal services will be involved in the grant of the necessary licence grant.

The Cabinet Member is RECOMMENDED to approve the sharing of the A40 Transport Model subject to the license agreement being signed.

5. Didcot: B4493 Wantage Road Roundabout Junction with Foxhall Road - Proposed Shared Use Cycle Track (Pages 5 - 18)

Forward Plan Ref: 2019/066

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (**CMDE5**).

The report presents responses received to a statutory consultation to improve and convert the above footway links on the north west quadrant of the roundabout to a shared use footway/cycle track put forward as part of wider plans to improve safety and amenity for cyclists along the B4493 at Didcot and, if approved, would be funded by the Great Western Park residential development. The proposal is seen as integral to the goal of encouraging cycle trips as an alternative to the use of private cars, including for residents of the new development, thereby serving to help reduce congestion in the town and encourage active and low-carbon travel.

The Cabinet Member for the Environment is RECOMMENDED to approve the conversion of the existing footway link between the north side of the B4493 Wantage Road and the west side of the B4493 Foxhall Road to a shared use footway/cycle track as advertised.

6. Wallingford: Reading Road - Proposed Waiting Restrictions (Pages 19 - 28)

Forward Plan Ref: 2019/051

Contact: Hugh Potter, Team Leader – Operations Hub Tel: 07766 998704

Report by Director of Community Operations (**CMDE6**).

A proposal to introduce additional waiting restrictions at Reading Road, Wallingford as a result of the development of adjacent land was deferred by the Cabinet Member for Environment on 31 May 2019 to enable a revised proposal to be considered. The report sets out the responses to the original consultation which are pertinent to that deferral and presents the detail of the revised proposal.

The Cabinet Member for the Environment is RECOMMENDED to approve a reduced extent of additional waiting restrictions (rather than those as originally advertised) on Reading Road at Wallingford to protect the immediate vicinity of the new access to residential development and at the bridge as set out at Annex 2 to the report CMDE6.

7. Shiplake: Mill Road - Proposed Waiting Restrictions (Pages 29 - 38)

Forward Plan Ref: 2019/125

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (**CMDE7**).

The report presents responses received to a statutory consultation to introduce additional waiting restrictions on Mill Road, Shiplake put forward due to residential development on the east side of Mill Road, Shiplake.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions on Mill Lane at Shiplake as advertised.

8. Church Road and Foxborough Road, Radley Proposed Waiting Restrictions (Pages 39 - 44)

Forward Plan Ref: 2019/112

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director of Community Operations (**CMDE8**).

The report presents responses received to a statutory consultation to introduce additional waiting restrictions on Church Road and Foxborough Road, Radley as requested by the Parish Council in response to concerns over road safety arising from parking in the area.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions on Church Road and Foxborough Road at Radley as advertised.

9. Proposed Traffic Regulation Order Oxfordshire County Council (Ardington, Lockinge, East Hendred and West Hendred - Icknield Way Byways and Restricted Byway) (Prohibition of Motor vehicles and Limitations on Driven Horses) (Pages 45 - 204)

Forward Plan Ref: 2019/130

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (**CMDE9**).

This report considers responses to a consultation for a proposed Traffic Regulation Order (TRO) for two sections of the Icknield Way in order to deliver Route 1 of the Science Vale Cycling Network Project, presents arguments supporting and objecting to the proposed TRO along with background and supporting information and includes proposed amendments to the TRO based on submitted representations.

The Cabinet Member for the Environment is RECOMMENDED to approve the

proposed prohibition of motor vehicles and horse drawn carriages from parts of the Icknield Way, with the single exception that subject to design constraints, technical approvals and project thresholds being satisfactorily met, permit light horse-drawn carriages that meet the stated weight and width limitations.

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| Division(s): N/A |
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CABINET MEMBER FOR ENVIRONMENT – 10 OCTOBER 2019

A40 TRANSPORT MODEL LICENSE AGREEMENT

Report by the Assistant Director Growth and Place

RECOMMENDATION

1. The Cabinet Member is RECOMMENDED to approve the sharing of the A40 Transport Model subject to the license agreement being signed.

Executive Summary

2. The A40 is a strategic road which links West Oxfordshire with the city of Oxford and the wider highway network. Congestion along the A40 has been acknowledged for a number of years and it is recognised that in order to unlock growth in West Oxfordshire mitigation will be required.
3. To help alleviate the current pressure on the A40 and complement future schemes, Oxfordshire County Council has been developing a business case for a new Park and Ride in Eynsham along with an east-bound bus lane into the city, the planning application for this is currently going through the planning process. Furthermore, a west-bound bus lane scheme is currently being developed which will again benefit the residents of West Oxfordshire.
4. Eynsham has two allocated strategic development sites, West Eynsham and the Oxfordshire Cotswold Garden Village, both to be accessed directly off the A40. The A40 Transport Model will model the existing situation on the A40 as well as the impact of future growth which includes the two allocated sites named above as well as the Park and Ride and bus lane schemes. This report sets out the need for the model, along with the reasons for sharing this with third parties and recouping a percentage of the cost.

Introduction

5. This report sets out the need for the A40 Transport Model and the subsequent license agreement to share the data with third parties. The transport model has been commissioned by Oxfordshire County Council in order to assess the A40 strategic transport corridor and unlock growth.
6. The license agreement has been prepared to share the transport model with third parties in order for them to use data to inform the planning applications for the strategic sites of West Eynsham and the Oxfordshire Cotswold Garden Village. These are planned to provide Oxfordshire with 3,200 houses and 40 hectares of land.

Exempt Information

7. N/A

Reason for the License Agreement

8. The A40 transport model was commissioned by Oxfordshire County Council (OCC) in order to assess the A40 strategic corridor. The A40 is a strategic road which joins West Oxfordshire with the city of Oxford and the wider highway network. It is recognised that the A40 suffers with congestion at peak times and that in order to relieve this pressure and to unlock housing and employment major highways schemes and mitigation will be required.
9. Within the West Oxfordshire Local Plan 2031, two strategic sites were allocated within Eynsham. These are West Eynsham, a residential development of circa 1000 dwellings and Oxfordshire Cotswold Garden Village, a mixed-use development of circa 2,200 dwellings and 40 hectares of employment land.
10. Oxfordshire County Council commissioned Wood PLC to create a VISSIM microsimulation model of the A40, to allow OCC to fully understand the operation of the A40 and how it will operate in future years once development traffic has been added, as well as to assess any proposed mitigation measures.
11. The model was paid for from the OCC localities budget. However, it will benefit the private developers of the strategic sites, as it will be used in their planning applications to demonstrate their traffic impact. The county council accept that due to the benefit the model has in enabling development, 50% of the cost should still be borne by the organisation. It is then considered that it would be fair to split the remaining 50% (evenly split) between the two strategic sites.
12. It is not envisaged that the model will be shared with any other applicant than that of the two allocated sites at this stage. This allows OCC to recoup some of the cost whilst also giving the allocated sites access to an up to date model for their use in the planning applications. This significantly improves the timeframe for gathering data along with assisting in the viability of the sites. As well as establishing the fee as discussed above, the license agreement also sets out a number of covenants the third parties must adhere to. These include the following:
- i. The model is used by the party solely for their use in reference to named projects and is not to be used for any other project.
 - ii. The data, either in whole or any part thereof, shall not be any passed to any third party.
 - iii. The data should be deleted by the consultant either at the completion of the project or after a period of (x) months/years, whichever is the sooner. The

maximum period shall be agreed between OCC and the third party before the supply of the data. Extensions may be requested from OCC before the end of any agreed period.

- iv. The third party shall set out any changes that they make to the base model together with an assessment of the impact of them in a technical note or report.
 - v. The third party shall be solely responsible for any conclusions drawn from the data or any analysis carried out on them.
13. Oxfordshire County Council acknowledges the need for housing and employment sites within the county and the wider south east area, and officers are working with West Oxfordshire District Council and developers to inform the AAP and planning applications, similar to the way in which we input into the West Oxfordshire Local Plan. It is considered that the understanding this model gives to the current and future operation of the A40 strategic corridor is vital in unlocking the growth in Oxfordshire.

Financial and Staff Implications

14. There are no staff implications associated with the license agreement, However, the fee paid by the third parties for the model will recoup a total of 50% of the fee OCC initially paid for the model.

Equalities Implications

15. N/A

ERIC OWENS

Assistant Director Growth and Place

Background papers: N/A

Contact Officer: Will Madgwick
[October 2019]

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| Division(s): Didcot West |
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CABINET MEMBER FOR ENVIRONMENT – 27 JUNE 2019

DIDCOT: B4493 WANTAGE ROAD ROUNDABOUT JUNCTION WITH FOXHALL ROAD – PROPOSED SHARED USE CYCLE TRACK

Report by Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the conversion of the existing footway link between the north side of the B4493 Wantage Road and the west side of the B4493 Foxhall Road to a shared use footway/cycle track as advertised.

Executive summary

2. Proposals for cycle lanes and tracks on the B4493 Wantage Road at Didcot were approved at the Cabinet Member for Environment Decisions meeting on 10 May 2018 but with a request that measures be considered and investigated which would help ameliorate concerns regarding safety at the roundabout located at the eastern end (Georgetown roundabout) for both cyclists and cars. Proposals for the latter have now been prepared and comprise the improvement of the existing footway link between north side of the B4493 Wantage Road and the west side of the B4493 Foxhall Road to a shared use footway/cycle track as advertised.

Introduction

3. This report presents responses received to a statutory consultation to improve and convert the above footway links on the north west quadrant of the roundabout to a shared use footway/cycle track.

Background

4. The above proposal as shown at Annexes 1 & 2 has been put forward as part of wider plans to improve safety and amenity for cyclists along the B4493 at Didcot and, if approved, would be funded by the Great Western Park residential development. The proposal is integral to the goal of encouraging cycle trips as an alternative to the use of private cars, including for residents of the new development, thereby serving to help reduce congestion in the town and encourage active and low-carbon travel.

Consultation

5. Formal consultation on the proposal was carried out between 10 April and 10 May 2019. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council and the local County Councillor. Public notices were placed on site and letters also sent directly to approximately 35 properties in the immediate vicinity of the proposals.
6. Twenty responses were received. 5 (25%) in support, 1 (5%) supporting but with concerns, 12 (60%) objecting and a further 2 (10%) neither supporting/objecting or raising concerns. The responses are summarised at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals.
8. Didcot Town Council expressed support in principle but raised concerns over restricted visibility due to vegetation and parked cars on Glyn Avenue.
9. The objections and concerns - including from local cycling groups – were primarily on the grounds of the lack of need, noting that there is an alternative and shorter route that could be used by many cyclists travelling from the west of the town to and from Foxhall Road, safety concerns in relation to the width of the cycle track, visibility being masked by hedges forming the boundary to private property and also by parked cars and a concern regarding the potential for risk of conflict between pedestrians and cyclists at the front of a specific property. Some respondents requested additional or alternative measures including the conversion of the existing zebra crossing on Foxhall Road just north of the roundabout to a combined parallel crossing for cyclists and pedestrians and the provision of a refuge island to assist cyclists making the right turn from Foxhall Road onto the proposed cycle track. Additionally, a request was made that cyclists should be given priority when crossing Glyn Avenue by providing a raised crossing and to widen the track at some locations.
10. Five expressions of support and two responses expressing neither support or objection were received, with some of these nevertheless raising concerns or requests for further measures to assist cyclists.
11. Noting the concerns about the need for the scheme, it is accepted that many cyclists will continue to use alternative shorter routes for some journeys but the proposal will, nevertheless, improve the safety and amenity for some cycle trips in the area, noting that is intended to only be used by cyclists travelling from Wantage Road into Foxhall Road, rather than the reverse movement.
12. An independent road safety assessment of the proposal has been carried out and it is proposed to cut back the hedges adjacent to the highway boundary to

ensure adequate visibility but otherwise no additional works were identified for the scheme to operate with acceptable safety. The suggestions for further improvements are noted but there are currently no funds to progress these.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by a residential development in the vicinity.

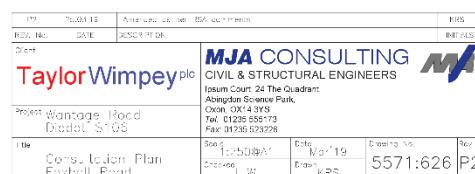
OWEN JENKINS

Director for Community Operations

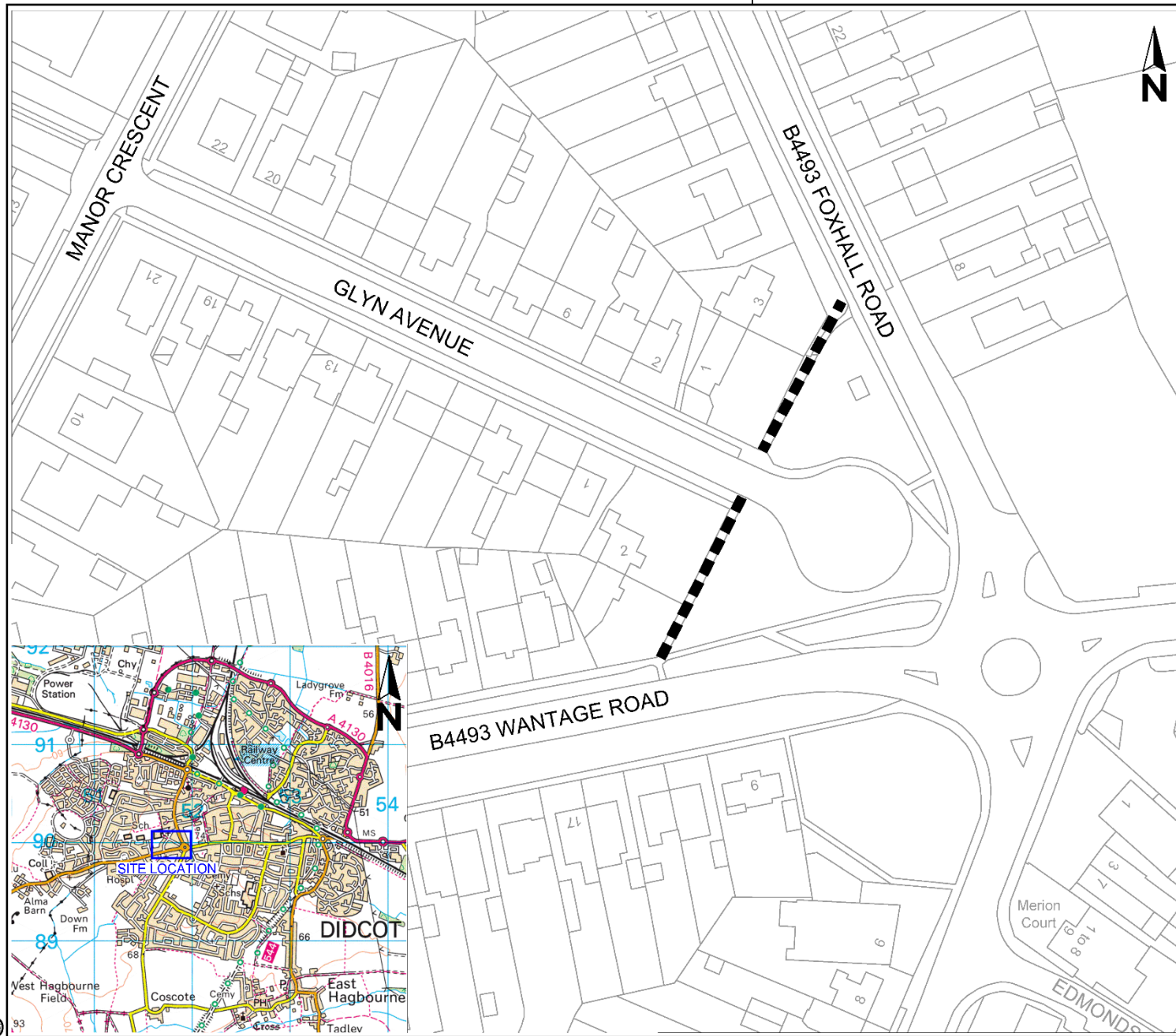
Background papers: Plan of proposed shared use footway / cycle track
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Ryan Moore 07557 082568

October 2019



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Drawing No. Revision 0

Key

- Proposed Shared-Use Cycle Track - Existing footpath to be widened to 3 metres.

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
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Project title
PROPOSED SHARED-USE CYCLE TRACK

Drawing title
**DIDCOT
BETWEEN B4493 WANTAGE ROAD
AND B4493 FOXHALL ROAD**

Drawing Status

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|------------|--------------|---------------|-------------|
| Scale @ A3 | Drawn by | Checked by | Approved by |
| N.T.S. | JaC | | |
| Date drawn | Date checked | Date approved | |
| 04/19 | | | |

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

| RESPONDENT | SUMMARISED COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Didcot Town Council | Support with concerns - Didcot Town Council supports the proposed shared-use cycle track in principle. The main areas of concern are over trees lowering visibility as cyclists join Foxhall Road and parked cars doing the same as bikes cross Glyn Avenue. Didcot Town Council asks that appropriate measures be put in place to reduce the risk of accidents in these areas. |
| (3) Local Group, (Harwell) | <p>Object - Whilst HarBUG (Harwell Campus Bicycle Users Group) support the building of cycle infrastructure in Didcot we feel that this particular proposal will not achieve satisfactory results for the following reasons:</p> <ul style="list-style-type: none"> - Any cyclists wishing to turn left at Foxhall Roundabout will already have turned left down Manor Crescent to avoid the roundabout and take the shortest route. Manor Crescent also provides a link to Lydalls Close and Lydalls Road to Didcot Parkway, this route should be improved to provide a direct Didcot Parkway to Harwell Campus route (taking the Girl's School in route). - Many cyclists would like to continue down the Broadway but avoid the roundabout so a shared use path to connect to the pedestrian crossing would be a more useful proposition, changing the pedestrian crossing to a 'Tiger' crossing. This would also meet the aims of the Didcot Garden Town project to create a cycle route down the full length of the Broadway. <p>HarBUG feel that the limited funds available for cycle infrastructure could be better focussed for the Foxhall Roundabout and would advocate a change of design to allow cyclists a safe crossing to continue down the Broadway and improve Manor Crescent and it's junction with Wantage Road and Foxhall Road to Lydalls Close.</p> |

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| (4) Local Resident, (Didcot) | <p>Object - on the ground of health and safety and money saving aspect. The proposed path is actually not used by bikes at the moment. Cyclist from Wantage Road going down to Foxhall Road are probably using Manor Cress as a short cut. The path will not bring any advantages to there. Cyclist going uphill from Foxhall Road to Wantage Road will have to cross the road. This is probably more dangerous than going around the roundabout. Cyclists in the morning are usually young boys in direction of the boy school via the Glyn avenue. The path will not bring any advantages. In case, you still decide to put the cycle path in Foxhall road, a set of trees and a small building is actually blocking the view. Cars will not be able to see oncoming cyclists. In that case, a crossing will have to be implemented. Foxhall road has already two crossings (one with traffic lights and the other a zebra crossing) within a short distance of each other. This is not a suitable proposition to have multiple crossing so close to each other. To summarise, the cycle path is not going to bring any additional value to the community and is actually dangerous in the design. This is going to increase the risk of accidents. Thanks for considering my opinion.</p> |
| (5) Local Resident, (Didcot) | <p>Object - What a waste of money. You would be far better to continue the planned Wantage Road cycle scheme through the roundabout, rather than diverting cyclists away from the roundabout. Cyclists who want to cut the corner and avoid the roundabout will use Manor Crescent. How does this scheme help cyclists coming up Foxhall Road towards Wantage Road? If anything, it makes matters worse for them, as motorists approaching the roundabout along Wantage Road will have seen cyclists peeling off along this new bypass path and won't be expecting to see cyclists on the roundabout coming from their left.</p> <p>Cyclists generally want to cycle on the road, or on a proper separate off-road cycle path, not some dreadful hybrid of the two, constantly giving way to other vehicles and side roads. You don't make it safer or more convenient by putting random bits of green road surface down in the easy places, then giving up whenever it meets a junction. I'm sure if you looked at the approach of the Netherlands to encouraging cycling, you would see much better ways to do this.</p> |
| (6) Local Resident, (Didcot) | <p>Object - In my opinion, a waste of time, effort and more importantly, money. That's hardly a cycle track but a mere cut-through. If you want to make things better for residents a much larger cycle network around the town would be very welcome. All this proposed work will not make any real difference to safety as it's too little.</p> |
| (7) Local Resident, (Didcot) | <p>Object - I walk my dog along this route on a daily basis. The junction of the footpath and the cut-through at Wantage Road is obscured by large, privately owned hedges I assume. If a cyclist is coming from the Foxhall Road direction, they will have difficulty seeing if the footpath is clear. As it stands, I or my dog currently "bump" into people 2-3 times a week</p> |

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| | <p>with people going in the opposite direction. In order to provide a better view for cyclists, you would have to put the cycle section on the side furthest from the hedge in order to provide anything resembling a clear view.</p> <p>How are you going to ensure that the footpath junction at the Wantage Road end is safe for both pedestrians, animals and cyclists?</p> <p>To this end, how will you improve visibility so people can see whether another user is heading their way from around the corner?</p> <p>How will you ensure people stay in their lanes to ensure no corner cutting with possible accidents?</p> <p>How will you limit cyclists speed?</p> <p>How will you ensure that cyclists will stop and check clearance at the junction at Wantage Road to allow pedestrians to continue down the road safely? Cyclists already cycling along the main footpath of Wantage Road on the same side and are not always mindful of pedestrian users of the footpath.</p> <p>How will you ensure that the hedges bordering the current footpath remain cutback/maintained so the footpath is not reduced?</p> <p>If you are removing the current stand of trees, will you be replacing the planting with other appropriate planting?</p> <p>If you can address the safety issues raised, then I would be more likely to support the proposal.</p> |
| (8) Local Resident, (Wantage) | <p>Object - What does this proposal offer that isn't already provided by the adjacent Manor Crescent?</p> <p>It's a cycle path to nowhere. Please stop wasting 'our' money on these useless gestures just so that you can say you're investing in sustainable transport.</p> |
| (9) Local Resident, (Didcot) | <p>Object - This seems completely unnecessary and not at all practical. It is only of use to cyclists travelling in one direction and there are already quieter alternatives to this. Cyclists would have to leave the road and then join again at a tight busy spot. It is safer to stay on the road.</p> |

CMDE5

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| | <p>Money would be better spent put towards better and more useful cycling infrastructure. A single short section is of no help at all.</p> |
| (10) Local Resident, (Didcot) | <p>Object - My front gate would go straight out onto the proposed track and we have had near misses from bikes with the grandchildren , also the amount of bikes that we have now probably doesn't warrant the money you are prepared to pay for the track it could be better used repairing Glyn Avenue and getting the lorries and cars removed from the turning circle so that the rubbish bins are emptied on a regular basis.</p> |
| (11) Local Resident, (Harwell) | <p>Object - I cycle this daily from Harwell to Didcot Train station, I see no value at all in this improvement, and if implement unlikely to use it.</p> <p>Money better spent on improving the quality of the roads.</p> |
| (12) Local Resident, (Didcot) | <p>Object - There is no point making this short section a cycle path. It does not connect anything to anywhere. Cyclists are safer on the road using the roundabout correctly.</p> <p>From a safety point if view, the vegetation would need to be cleared on the Foxhall road side to prevent a blind corner and pedestrians being run down by cyclists</p> <p>.</p> |
| (13) Email Response, (unknown) | <p>Object - I cycle through Didcot every day while commuting to work. I am familiar with the Foxhall Road roundabouts – both ends – and use them regularly. I object to the planned shared use path bypassing the roundabout at the south end of Foxhall Road on the grounds that it is unnecessary, and the funding could be used for more worthwhile road and cycling infrastructure projects.</p> <p>As a cyclist, there are many times I see cycling infrastructure which has been installed, I can only think with good intentions, which either provides no benefit to the cyclist, or places them in a more dangerous position than they would be in using the road. The proposed path would, I believe, fall into this category. Assuming that cycling will be allowed in both directions, there are two situations where the path could be used:</p> <ol style="list-style-type: none"> 1. Cyclist on Wantage road heading east, turning left onto Foxhall road |

2. Cyclist on Foxhall road heading south, turning right onto Wantage road

In situation 1, the cyclist would be presented with the option of using either the path or the roundabout. Since this is a simple left turn on the roundabout, the path would provide no increase in safety or ease of use. One left turn at the roundabout will be easier than first turning across the pavement onto the path, and then making a second left turn off the path onto Foxhall Road.

In situation 2, using the path would require the cyclist to make 2 right turns across the opposite traffic lane. This is more dangerous than the single right turn at the roundabout, and also less convenient – at the roundabout, the cyclist would only need to give way to traffic from the Harwell direction, and would have right of way over traffic from the Broadway. With a right turn from the path, the cyclist would first have to give way to northbound traffic on Foxhall Road, and then have to give way to traffic from both directions on Wantage road. Since the path will not be a major junction, drivers around the cyclist will be less likely to notice them waiting to make the right turn onto the path, which would require them to sit in the middle of the road. This places the cyclist in unnecessary danger – the safest and most convenient route will still be the roundabout.

In both of these situations, the proposed path will provide no benefit, either for safety or convenience, over using the existing roundabout. Using the path could even be more dangerous in the case of situation 2. I would expect, if the proposed path is built, that it will see very little use. Certainly, I would not use it for making the turn in either direction, since I like to avoid placing myself in dangerous situations unnecessarily while I am cycling.

In addition to being of no use to cyclists, building this path would feed into the anti-cyclist narrative which appears in comments against cycling infrastructure projects. When drivers see money spent on cycling infrastructure, and then see cyclists still using the road, It encourages the idea that all cycling infrastructure investment is a waste of money, since the cyclists will just use the road anyway – a view which is invariably expressed by online commenters whenever a cycling infrastructure proposal is made.

There are other places around Didcot which could certainly benefit from being upgraded to shared use paths. For example, the pavement on the A4130 between the Milton road roundabout and the end of the NCR5 path round back of the power station would provide a much-needed link between Basil Hill road and the NCR5 to Sutton Courtney. It sees little use by pedestrians so could probably be made shared use without even being widened.

To conclude, the proposed path would, in my opinion, represent the worst of what cycling infrastructure can be – piecemeal projects which don't link together in a useful or well-planned way. Instead, The Council should focus on developing a long term, connected, planned network of shared use pavements, cycle lanes and off-road paths which

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| | provides a safe way of making journeys by bicycle. In the meantime, work should be focused on repairing defects such as potholes which present a serious danger to cyclists as well as other road users, on the roads and cycle paths around the county. |
| (14) Local Resident, (Didcot) | Object – No comment |
| (15) Local Resident, (Harwell) | <p>Support - First the positives, the path is a reasonable width! It's nice to see OCC using the recommended width from the cycling design guidance rather than simply the minimum.</p> <p>Sadly there are several negatives as well: Why is OCC incapable of providing pedestrian and cyclist priority over even the most unused road? You've managed to create a shared use path of <50m long that has a give way across a rarely used turning circle! This was the main reason the initial plans for cycling facilities on Wantage road were slated and it appears no lessons have been learned. Put a raised table on the road and give peds/cyclists priority as per the Council's road user hierarchy.</p> <p>How are cyclists heading towards the Roundabout on Foxhall Rd supposed to access this path? A right turn on a busy road with car drivers who don't expect the manoeuvre? A traffic island on Foxhall Rd to provide protection for turning cyclists would improve matters here (this situation is similar to the turn onto the Winnaway from the A4185 - the turn isn't expected by motorists, so even a signalling cyclist has to watch that the car behind doesn't overtake as they are turning).</p> <p>This proposal also ignores all the other arms of Foxhall - why put this in place rather than deal with the roundabout as a whole? Cyclists approaching the roundabout from all other arms are just left to deal with it. Will this proposal weaken the case for improvements to the other arms?</p> |
| (16) Local Group, (Abingdon) | <p>Support - We support this additional shared-use link, which provides a way to avoid the busy roundabout for some routes.</p> <p>However, we note that this may not be the ideal route for most cyclists. If they are travelling between Harwell or Southwest Didcot and the station they may minimise travel on Foxhall Road by turning down Manor Crescent and then Lydalls Close/Lydalls Road. Any improvements on that corridor would be greatly appreciated.</p> |

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| | <p>Detailed design points, working from North to South:</p> <p>A painted cycle sign in the Foxhall Road carriageway southbound just before the turn may help cyclists turning right into the new link.</p> <p>The use of a protected exit on to Foxhall Road is excellent.</p> <p>If the upgraded width can be extended to 3.5m, that can make it easier for cyclists to pass two pedestrians walking side-by-side (according to Patrick Lingwood, OCC).</p> <p>At the Wantage Road end, the narrowing of the shared route is odd. If there is a cyclist coming South on the upgraded path, waiting to head West and one coming East wanting to turn North that could be a problem. Better to keep the full 3-3.5m width?</p> <p>Also the Cambridge kerbs on both sides should be fully dropped to allow the cyclist heading South then West to cross the road and join the stepped route on the other side.</p> |
| (17) Local Resident, (Didcot) | <p>Support - I am a resident of Wantage Road and I cycle to work, doing a left turn on this roundabout every morning (from Wantage Road onto Foxhall Road). While it is by no means the worst junction I encounter, generally any alterations which reduce the need for me (as a cyclist) to interact with roundabouts is generally welcome. Approximately 90% of the near misses I've experienced have been caused by drivers entering roundabouts and not seeing the cyclist already on the roundabout (usually despite good visibility).</p> |
| (18) Local Resident, (Abingdon) | <p>Support - No comment</p> |
| (19) Local Group, (Oxford) | <p>Support - Suggest widening the shared path to a minimum 3.5m or 4m depending on available space in the verge. This should help future proof for higher volumes after new housing is built and make the path more comfortable for users.</p> |
| (20) Local Resident, (Didcot) | <p>Neither - This cycle path is right outside my house, and whilst I fully endorse cycling infrastructure and encouraging cycling/walking rather than car. Please can you clarify the following points-:</p> |

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| | <ul style="list-style-type: none">- Disused children crossing warning sign, next to the telegraph pole. What will happen to this?-Relocation of telegraph pole requires movement of telephone cable to my property and possibly electrics. Will this cause much disruption?-3M width for the shared use cycle track is too large and will be disproportionately large compared to the rest of the cycle path along Wantage road, making it look unsightly. This should be reduced to fit better with the environment.-Final point (Important!) Whilst being pro-cycling I don't understand the point of this cycle path? As it is not joining up to anything on Foxhall road so provides no net benefit to people. More to the point if a cyclist travelling east wanted to connect with Foxhall road they would just cycle down Manor Crescent instead and link up that way. Money on this scheme would be much better spent extending the cycle link into the centre of Didcot along Broadway and introducing traffic calming measures (slowing down cars) near the roundabout with functioning speed camera's, to make it safer for people to cycle |
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| -Division(s): Wallingford |
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CABINET MEMBER FOR ENVIRONMENT – 10 OCTOBER 2019

WALLINGFORD: READING ROAD - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve a reduced extent of additional waiting restrictions (rather than those as originally advertised) on Reading Road at Wallingford to protect the immediate vicinity of the new access to residential development and at the bridge as set out at Annex 2 to this report.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development, and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. A proposal to introduce additional waiting restrictions at Reading Road, Wallingford as a result of the development of adjacent land was deferred by the Cabinet Member for Environment on 31 May 2019 to enable a revised proposal reducing the length of restriction to be considered. The report sets out the responses to the original consultation which are pertinent to that deferral and presents the detail of the revised proposal.

Background

4. The original proposal as shown at Annex 1 were put forward as a result of the development of adjacent land. Annex 2 shows the proposed amendment.

Consultation

5. Formal consultation on the original proposal was carried out between 20 March and 19 April 2019. A public notice was placed in the Oxfordshire Herald series newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Wallingford Town Council and the local County Councillor. Street notices were placed on site in the immediate vicinity of the proposals.

6. Seven responses were received to that consultation. 6 objections and one non-objection from Thames Valley Police. The responses are summarised at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals but commented that enforcement of the waiting restrictions would be a low priority for police resources.
8. Six objections were received from members of the public - all residents of the road adjacent to the proposed restrictions - expressing strong concerns over the loss of parking and the consequent loss of amenity, possible adverse effect on property values and noting that the parking here following the construction of the new access for the development was not, in practice, causing any safety or congestion problems.
9. Following the deferral of a decision on the original proposal at the 31 May 2019 Cabinet Member for Environment decisions meeting, a site meeting was carried out with the interested parties including former County Councillor Lynda Atkins the local member at the time as a result of which officers understand that the revised proposals address the concerns expressed by residents to the original proposals and on that basis it was agreed that the extent of the restriction as originally advertised should be reduced as shown at Annex 2 so as to minimise or completely avoid residents' concerns while still ensuring adequate visibility at the new access. In support of that officers will be contacting residents regarding the detail of the revised proposals and will give an update on any further responses received.

How the Project supports LTP4 Objectives

10. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

11. Funding for the proposed measures has been provided by the funding developers of adjacent land.

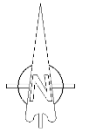
OWEN JENKINS

Director of Community Operations

Background papers: Plan of proposed waiting restrictions & Consultation responses

Contact Officers: Hugh Potter 07766 998704 & Julian Richardson 07825 052736

October 2019

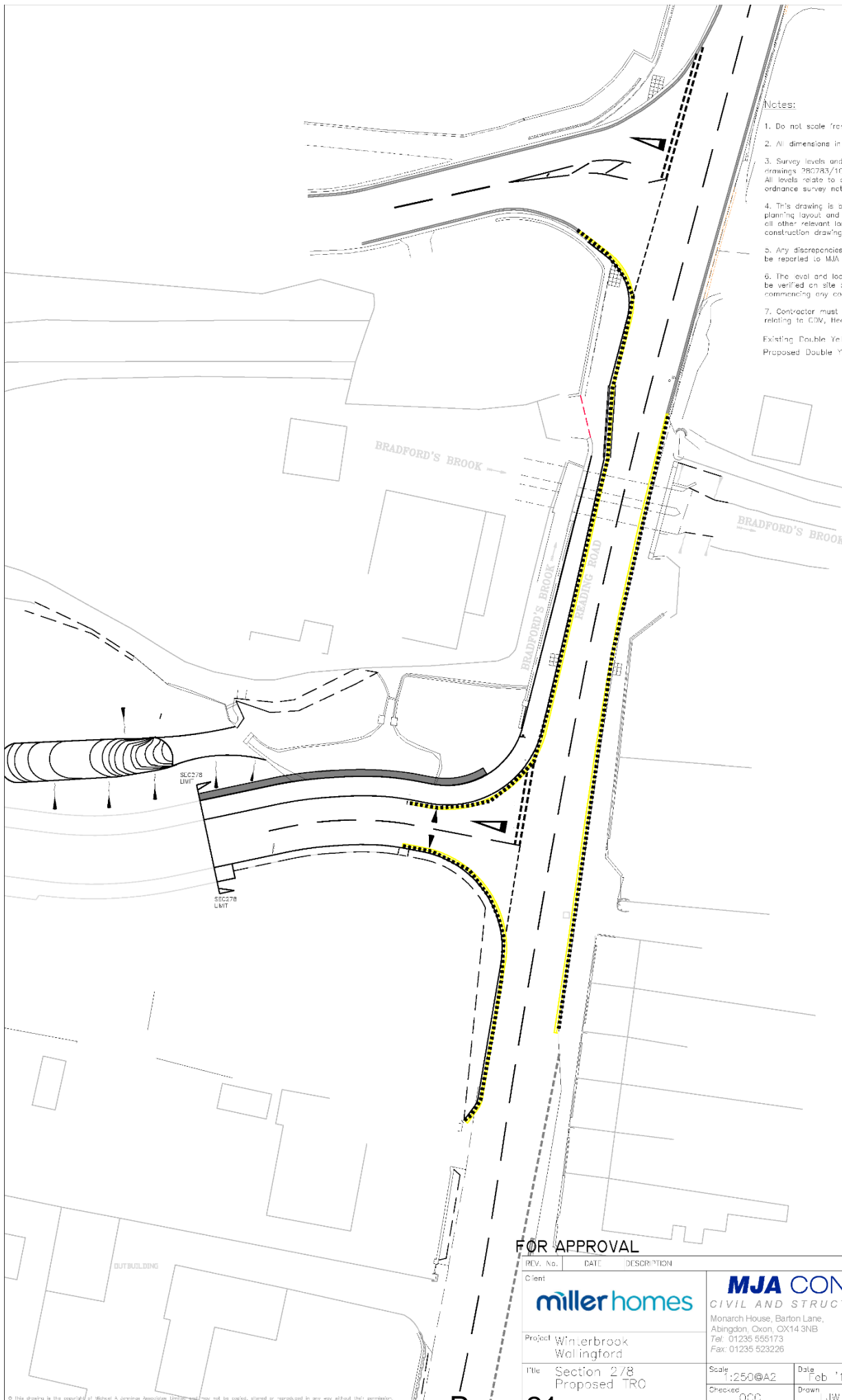


Notes:

1. Do not scale from this drawing.
2. All dimensions in metres.
3. Survey levels and grid based on Glanville Surveys drawings 280783/100-103 & CSA100490/100-101. All levels relate to ordnance datum and grid is the ordnance survey national grid.
4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant longitudinal sections and construction drawings.
5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
6. The level and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
7. Contractor must comply with all current legislation relating to CDM, Health and Safety and CDMH.

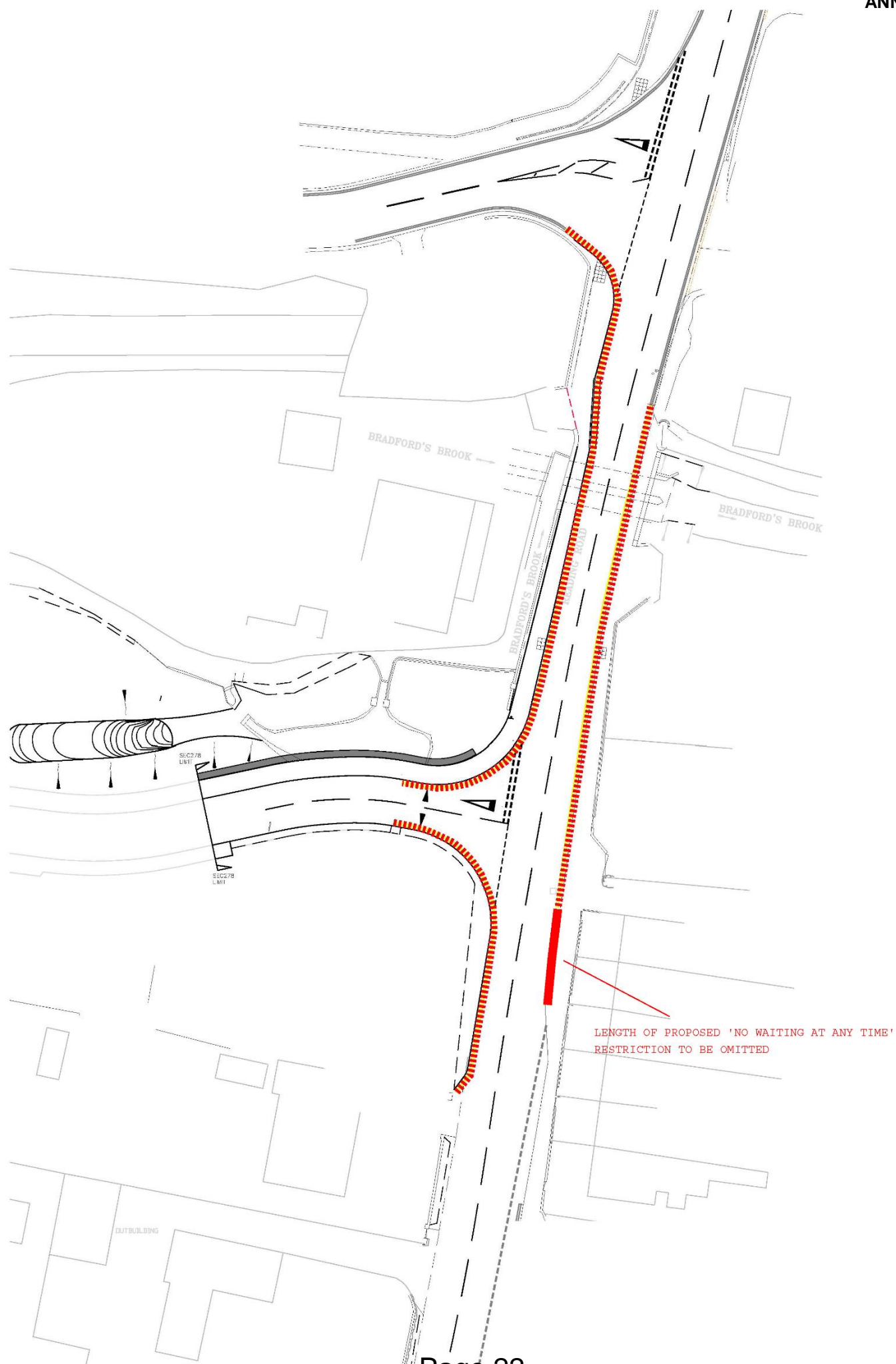
Existing Double Yellow Lines

Proposed Double Yellow Lines



FOR APPROVAL

| REV. No. | DATE | DESCRIPTION | INITIALS |
|--------------|------|--|----------|
| Client | | | |
| Project | | MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226 | |
| Title | | Scale | Date |
| Section 2/8 | | 1:250@A2 | Feb '19 |
| Proposed TR0 | | Checked | Drawn |
| | | OCC | LJW |
| Drawing No. | | Rev | |
| 5540:620 | | P1 | |



| RESPONDENT | SUMMARISED COMMENTS |
|--|---|
| (1) Traffic Management Officer, (Thames Valley Police) | <p>No objection - In principle I am not going to object, despite the fact the new road marking are already there. May I remind the Authority again that retrospective consultation is unacceptable and probably unlawful.</p> <p>In terms of the road markings I do not believe they are consistent with the current drawing no 5540:620 as the line on the east side does not extend south of the new junction and appears to have been blacked out.</p> <p>I should point out that restriction such as these features very low in terms of our current policing priorities and the introduction of Civil Parking should be actively encouraged and introduced.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> |
| (2) Local Resident, (Wallingford) | <p>Object - The double yellow lines on Winterbrook opposite the access road to Winterbrook Park will remove parking for residents living in 3-13 Winterbrook. When Winterbrook Park was first proposed, this very loss of parking and safety at the junction was pointed out by the residents of Winterbrook, but clearly ignored. Now the concerns of these residents are being ignored once again.</p> <p>Where do you propose we park our cars ? These are 3-4-bedroom family homes, not urban flats. You can't expect us not to have cars. The loss of parking will adversely affect our property value.</p> |

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| <p>(3) Local Resident, (Wallingford)</p> | <p>Object - The roadside in front of 3-7 Winterbrook provide much-needed parking provision for the families living in these houses and the provision of double-yellow lines here will cause great inconvenience and exacerbate existing parking pressures along Winterbrook and The Murren.</p> |
| <p>(4) Local Resident, (Wallingford)</p> | <p>Object - I have been the home owner at Winterbrook Wallingford for the last twenty years and now find myself in the situation potentially losing the ability for myself and family to park anywhere near my house so I am strongly objecting to the application that has been submitted to extend the double yellow lines 20m past the junction.</p> <p>What has been proposed means we would lose any current parking outside number 5 and in front of my neighbour at number 3. There are absolutely no other alternative parking places available in the vicinity and the four spaces in front of Winterbrook have been taken up by cars at numbers 7, 9, 11 and 13. For all six properties the suggestion is to have only four parking spaces now instead of the current six.</p> <p>Without any parking at Number 3 and 5 puts us at risk as residents and will also significantly reduce the value of our properties. This is unacceptable and needs addressing urgently.</p> <p>The developers have not helped the situation we find ourselves in – the new grassed pavement in front of Winterbrook Park and opposite our houses has narrowed the road unnecessarily and only serves as decoration not for pedestrians. Secondly the pavement in front of Number 5 and 3 could be narrowed to the same width as in front of numbers 7-13 again to help widen the road and leave space to park in front of our properties and ease the trunking space out of Winterbrook Park. These are easy solutions to fix the problem.</p> <p>As you know we have always made it very clear throughout the resident's development objections, the issues related to parking and the need to have spaces outside our houses. We were assured on several occasions that this would not be the case and has been minuted. We have suffered relentlessly throughout all the building works and have compromised on many an occasion. To put us at risk like this and devalue our properties is not acceptable and we ask you to extend the double yellow lines only as far as Orchard Close to allow continued on road parking outside of our properties.</p> |
| <p>(5) Local Resident, (Wallingford)</p> | <p>Object - We live opposite the Winterbrook Park development. We strongly object to the application to extend double yellow lines 20m past the new junction as this would prevent parking outside of both our property and that of our neighbour at No. 5 Winterbrook.</p> |

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| | <p>This development was refused twice before being allowed at the third attempt. On each occasion the issues related to parking were raised by the residents, in particular the need to park on road outside of our properties as no other parking areas were available.</p> <p>We have lived here for over 30 years. Throughout this period we have enjoyed on road parking outside of our property. Painting double yellow lines outside of both No. 3 and No.5 simply creates further pressure on parking in Winterbrook and The Murren and effectively devalues our properties. Existing residents are being disadvantaged to the benefit of the incoming residents in Winterbrook Park, despite assurances at the appeal meeting that this would not be the case.</p> <p>Should this application be allowed we will have no choice but to park at the next closest location to our properties, which is on Portcullis Drive in the new development.</p> <p>We therefore request that the double yellow lines are extended only as far as Orchard Close to allow continued on road parking outside of our properties.</p> |
| (6) Local Resident, (Wallingford) | <p>Object –</p> <p>1 - In the time period since the roadworks have been completed to date, (and since the unauthorised double yellow lines have been 'blacked out'), there has not been any dangerous parking or potentially dangerous parking or incidents of that nature. The parking that has occurred outside 3-13 Winterbrook has been safe and has not caused any issues regarding traffic or safety. Therefore, this demonstrates that double yellow lines are not required in order to ensure protection from 'unregulated and potentially dangerous parking'. There has been no adverse effect on the effective and safe passage of traffic since the roadworks have been completed. There has been no congestion issues. Double yellow lines are therefore not required in order to cover and protect the new access road from unregulated or dangerous parking.</p> <p>2 - The County Council states that it has a responsibility to consider provision of available parking. Where, therefore, does the County Council consider to be available parking for 3-13 Winterbrook if the proposed plans are implemented? I ask this because by taking away the current parking that is available by implementing the proposal, there would not be suitable alternative available parking. As is now usual, each of the houses from 3-13 Winterbrook are a two car household at minimum. Those houses already have limited places to park their vehicles. If the proposed changes are implemented, it will remove the space for two cars outside 3 & 5 Winterbrook and many more spaces (approximately 4) outside 1 Winterbrook. Without those parking spaces the cars of those households will have to be</p> |

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| | <p>parked in other nearby residents' usual parking spaces, e.g. in The Murren, where there is already a lack of parking space for the residents that live there, let alone others. Implementation of the proposed plans will exacerbate a parking problem in an already congested area. If the County Council implements the proposed plans, the residents of 3-13 Winterbrook will require the County Council to make clear where available parking is for the two cars per household that the proposals will affect.</p> <p>3 - If the proposed plans are implemented, by removing parking for 3-13 Winterbrook, this will reduce the value of those properties and make it harder to sell the properties. On road parking is already undesirable compared to parking on a drive. Without the option of on-road parking, this will render the house less desirable to those with cars, which are the majority of house owners in this area.</p> <p>4 - The proposals were rejected twice before being approved a third time. It is not clear what has changed between the rejection and the approval. It seems nothing has changed. Residents have been given no clear reason why their concerns have not been listened to nor addressed.</p> |
| (7) Local Resident, (Wallingford) | <p>Object - My objection is specifically regarding the double yellow lines at the southern end of the proposal on the East side of the road outside numbers 3-13 Winterbrook. My reason are below;</p> <p>1 - Outside the above properties the road is of sufficient width that a row of vehicles can be parked safely with no danger to either road users or pedestrians. There is ample room on the road for 2 busses to pass with plenty of room to spare even when cars are parked. At the same time there is also plenty of room for a pram to be pushed unobstructed on the pavement side.</p> <p>2 - If the parking is removed from outside 3-13 Winterbrook then it will cause a parking deficit for local residents who have for the past 30+ years relied on the ability to park outside their properties. Should the yellow lines be implemented then residents will likely have to park either in the new estate across the road or on the Murren where there is already an overflow from existing residents. This will be highly disruptive for all concerned.</p> <p>3 - Implementation of the proposed plans will likely have a detrimental effect on the property value of 3-13 Winterbrook by removing the option of on-road parking</p> <p>4 - The proposals have already been rejected twice and there seem to have been no updates</p> <p>5 - The proposal is located within a protected conservation area designed to protect the character of the area. Painting</p> |

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| | <p>the place yellow does not seem to be in keeping with the character that is trying to be preserved.</p> <p>6 - The contractors going ahead with works that have already had planning permission rejected TWICE before is dishonest and surely illegal. Is there no process in place to enforce rejected planning applications and protect existing residents or will the contractors belligerence in this matter simply be allowed to continue.</p> <p>7 - As a parent with young children, the ability to park outside my property is essential.</p> |
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| Division(s): Sonning Common |
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CABINET MEMBER FOR ENVIRONMENT – 10 OCTOBER 2019

SHIPLAKE, MILL LANE: PROPOSED WAITING RESTRICTIONS

Report by Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions on Mill Lane at Shiplake as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions on Mill Road, Shiplake

Background

4. The above proposal as shown at Annex 1 has been put forward due to residential development on the east side of Mill Road, Shiplake.

Consultation

5. The original consultation on the proposal was carried out between 21 July and 18 August 2019. A public notice was placed in the Henley Standard newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Shiplake Parish Council and the local County Councillor.
6. Six responses were received. 2 objections, 1 neither objecting nor supporting, and 3 in support. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.
7. Due to expiration of the statutory time limit of two years from the start of a consultation to the implementation of Traffic Regulation Orders (TROs), a second consultation on the proposal was carried out between 23 August and 20 September 2019. A public notice was again placed in the Henley Standard newspaper and sent to statutory consultees including Thames Valley Police,

the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Shiplake Parish Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 30 properties in the immediate vicinity, adjacent to the proposals.

8. Seven responses were received to this consultation. 1 objection, 3 neither objecting nor supporting and 3 in support (including the Parish Council). The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposals but noted the many pressures on police resources and commented that enforcement of the restrictions would not be a high priority, noting also concerns over the maintenance of existing waiting restriction markings.
10. Shiplake Parish Council support the proposals whilst recognising the fact that there are already some parking restrictions in place.
11. The objection received to the current consultation was on the grounds of parking being displaced to other parts of the road further exacerbating pressures there, particularly in the context of the demand for parking caused by rail commuters using the nearby Shiplake rail station. The two objections received to the first consultation included a concern over the need for the restrictions and that the restrictions – unless applied to both sides of the road, rather than just the east side adjacent to the development – would increase the problems there.
12. Three responses were received to the current consultation expressing no objection or qualified support and raising queries about the likely effectiveness of the scheme noting that there was already a poorly respected single yellow line day time restriction targeting commuter parking in the vicinity and concerns that the scheme would not fully address the parking issues, leading to further pressures elsewhere in the vicinity, especially noting the new residential development. One response noted that as part of the works here a footway had been provided adjacent to the development and queried – given that there is no footway provision elsewhere in the vicinity – if pavement parking could be permitted
13. Noting the above, it is accepted that the proposals – as with any such restriction in areas where there is parking pressure – will not be a complete solution to the problems that exist in the area. However, they are considered proportionate taking account of the adjacent residential development funding the scheme and also noting that the suggestion received for allowing parking on the newly constructed footway would clearly not be desirable. Should the proposals be approved, an assessment of their effectiveness will be carried out, although noting that there are at present no specific funds available for further measures.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

15. The full costs of the proposed scheme would be met by the developers.

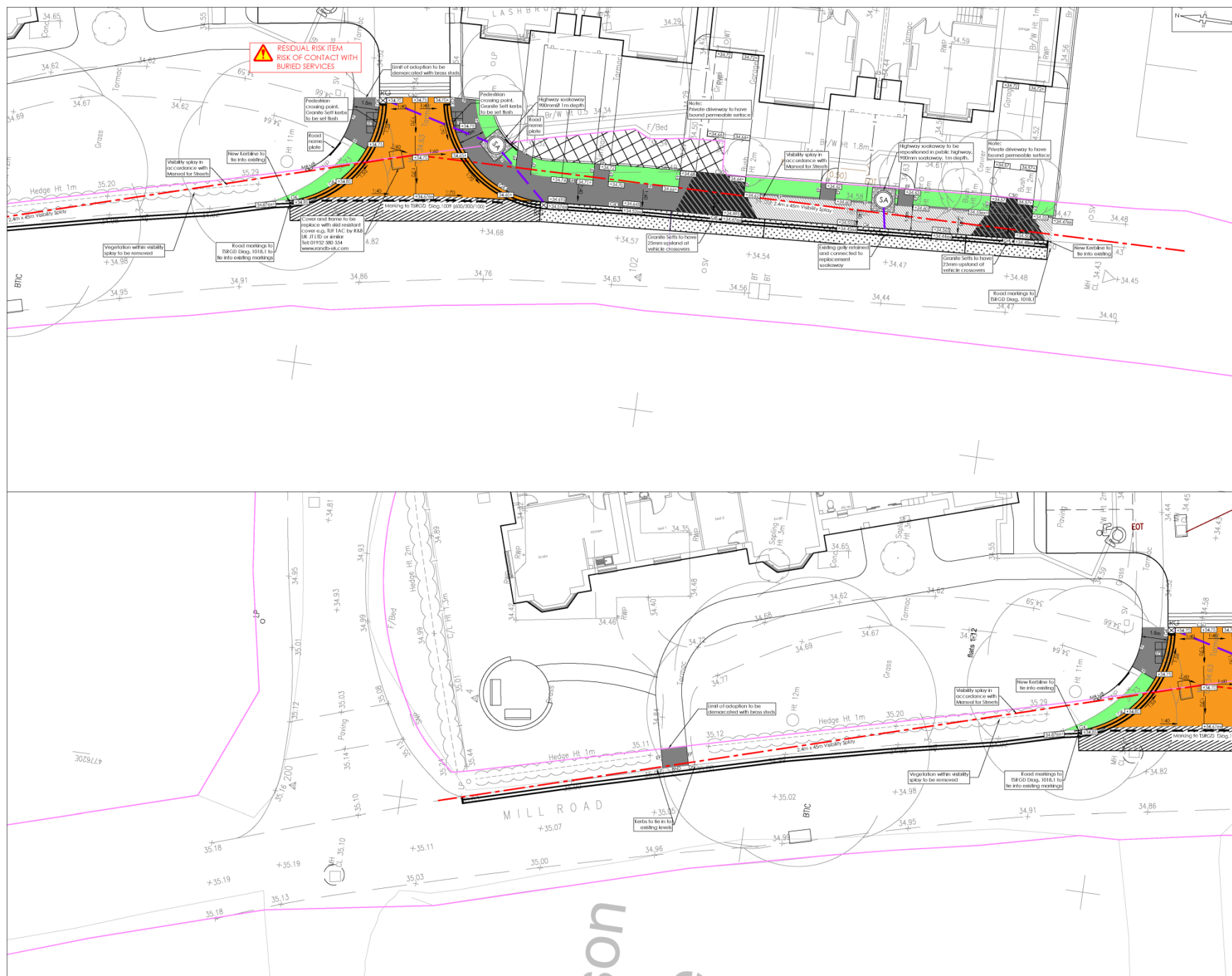
OWEN JENKINS

Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Jack Whelan 07554 103332

October 2019



REVISION INFORMATION
 CDDO NUMBER: CDDO-491540
 CDDO NUMBER: 1508, 2494, 25
ARCHITECTURE
 TPA ARCHITECTS: (08)62 84 2810
 TPA NUMBER: 2016-04-01
NOTES

DATE RECEIVED: 26/09/2017
 DATE RECEIVED: 26/09/2017

- All dimensions and levels are in metres unless otherwise noted.
- This drawing is to be read in conjunction with the relevant Architect/Engineer's drawings, specifications and CDDO documentation.
- This drawing contains detailed electronic data and may have been photo reduced or enlarged when copied. Work to figured dimensions only CDDO NOT SCALE. All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
- This drawing contains coloured lines / information that may not be clear if reproduced in black and white.

| | |
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| | Highway Skidles to be Removed |
| | New Categoryway Construction |
| | New Footway Construction |
| | New Vehicle Crossover Construction |
| | Footway Repaving Of concrete A.C. or dense surf (DN1308-1) |
| | Construction Joint Overlay. Where new categoryway construction abuts existing. |
| | New Highway Verges - to be grass only (100mm topsoil & seed or turf) |
| | Roof Ridges, Roofs or similar approved |
| | Border Course & Surface Course to be replaced in kind or New Kerbs (Border Course 300mm) |
| | P.C.C. edged footway (Refer to drawing for detail) |
| | Highway drain (Asphurbelt) |
| | Road gully (Repaired) (H40) |
| | Existing Highway Boundary |

Keyb Legend

| Keyb Ref | Type | Dimensions | Notes |
|----------|-------|------------|--|
| C80 | C82 | 150x150 | Flush with level with sight rail to channeling - Reinforce concrete |
| AK | Grass | 200x300 | 125mm concrete unless otherwise noted |
| GP | EF | 50x150 | Square edged path edging with flush unless otherwise noted |
| TP | Twice | as above | Colour ball for illuminated crossings or red for - signal controlled crossings. |

LEVEL KEY

| | |
|----------|-----------------------------------|
| +100.000 | Existing survey level (by others) |
| +100.000 | Existing level |
| +100.000 | Proposed level |

| | | | | |
|-----|----------|------------|---|----------|
| P02 | DNR | A01 | Keyb types omitted, additional gullies and assemblies added & limit of adaptation amended Following receipt of CDDO Technical A01 | 12/09/17 |
| P01 | VUP | A01 | Initial issue | 11/10/16 |
| Rev | Drawn by | Checked by | Comments | Date |

DRAWING TITLE
Section 278 Works

PROJECT
Sidney Harrison House
M81 Road
Shiplake
Oxon

DESIGNED BY
AJC

DATE
11/11/2016

SCALE
1:200 @ A1

CUSTOMER

DRAWN BY
SNN

DATE
11/11/2016

SCALE
1:200 @ A1

APPROVED BY
TST

DATE
11/11/2016

SCALE
1:200 @ A1

SUBJECT TO TECHNICAL APPROVAL

soha housing

Infrastruct CS Ltd

| RESPONDENT | SUMMARISED COMMENTS |
|---|--|
| (1) Traffic Management Officer (Thames Valley Police) | <p>No Objection - In line with previous consultation response in 2017 I do not object, however 2 years on I see little justification for these proposals.</p> <p>Having visited the location yesterday there are considerable builder's vehicles parked in the road outside of the development. Existing restrictions along this road are poorly maintained and barely visible. Such restrictions will not feature for any level of targeted enforcement by Thames Valley Police.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> |
| (2) Shiplake Parish Council | Support – the Parish Council are supportive of the proposal recognising that there are already some parking restrictions in place. |
| (3) Local Resident (Shiplake) | Object - The result will be that the residents of the new housing units, and people who park in Shiplake using the train, will park outside my house. The commuters are a real problem, and your proposals will add to the problem. |
| (4) Local Resident, (Mill Road, Shiplake) | <p>No Objection – but would make the following comments:</p> <p>1) the proposed restriction will help to keep this narrow section of Mill Road clear, but it will undoubtedly prove onerous for the residents of the new houses there as their off-road parking space for their cars is limited, not to mention drop off calls from visitors, delivery vans and couriers etc....consequently it will be hard to see how this restriction can or will be enforced in practice.</p> |

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| | <p>2) it should be noted that there is in fact already a "No waiting after 10am" restriction on both sides of the road from here to the junction with Station Road, introduced to kerb rail commuter parking, but now with the signage overgrown in places and the single road-line largely faded or tarmacked over. This would presumably be revamped at the same time, but any "knock on " implications would need to be considered.</p> <p>3) the narrowness of the road along this section is accentuated by the overgrowing bushes and trees on the verge of the property and land opposite...clearing this back would widen the road for users and improve visibility on the approach from both the south and particularly the north sides, and hence safety for road users along this stretch of what used to be a quiet road but now is busy, not just with cars but increasingly with heavy i.e. wide good vehicles.</p> |
| (5) Local Resident, (Lowes Close, Shiplake) | <p>Neither - Our first comment is that we are surprised a footpath has been laid at all in the section of Mill Road immediately outside the new Sidney Harrison House development. Other parts of Mill Road don't have a footpath. The reason being that the new footpath narrows the road such that it makes it impossible for two vehicles of size to pass each other! Therefore, it seems there are two alternatives (assuming the footpath stays):</p> <ol style="list-style-type: none"> 1. Allow parking on part of the footpath - which is convenient for those residents moving in to the new development (and their visitors); this would be our preferred solution; this, or remove the footpath... 2. Impose parking restrictions - but this simply moves the problem on to somewhere nearby. Given the somewhere nearby could well be Lowes Close, can you confirm the double yellow lines will be continued into Lowes Close under this scenario? <p>Also, how will the double yellow lines be enforced? If this is not done effectively, then we will see parking in Mill Road anyway. Option 1 above is, therefore, a pragmatic way of spreading the parking load.</p> |
| (6) Local Resident, (Shiplake) | <p>Support - I agree with the proposal. What about a restriction also on the west side of the road? Stopping parking on the east will just move cars to the west side</p> <p>Banning parking on this stretch of road will inevitably push cars to park in the entrance to Lowes Close. This has been used over the past year by contractors working on the Sydney Harrison development resulting on numerous occasions when the refuse collection lorry cannot enter Lowes Close and lack of sight lines at the junction. If parking is pushed by the proposed restriction into Lowes Close then access for emergency vehicles could be restricted. I would ask the</p> |

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| | council to consider full parking restrictions on Lowes Close for say 50 metres from its junction with Mill Road to prevent this. |
| (7) Local Resident, (Oxford) | Support – <i>No comment</i> |

ANNEX 3 ('Original' 2017 Consultation Responses)

| RESPONDENT | SUMMARISED COMMENTS |
|---|--|
| (1) Thames Valley Police | <p>No objection - Please be aware such restriction feature very low in terms of any enforcement activity by Thames Valley Police and should be reliant on good driver compliance.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> |
| (2) Local Resident, (The Crescent, Lower Shiplake) | <p>Object - Having looked at the plan, it appears only one side of the road has the restriction. I feel this should be extended to both sides, as commuters will still park in the road and cause huge congestion, disruption for vans and cars, as well as road safety to pedestrians using the road</p> |
| (3) Local Resident, (Mill Road, Lower Shiplake) | <p>Object - I see no need for the subject proposal and would make the following comments by way of background reasons.-there is already in fact a single yellow line parking restriction (No Parking 9-10am. Mon-Fri) along that section of Mill Road which was introduced by Shiplake PC in conjunction with OCC Highways as part of a village-wide scheme to remedy the (mainly commuter-related) parking problems experienced across the village in Mill Road and Station Road -- as a nearby resident I can confirm that this resolved the problem of parking in front of the Sidney Harrison House while this was open, with any infringements being reported to our local PCSO, whose action proved quite a deterrent!</p> <p>- the real problem now is that the line marking in question has since been totally obscured by leaf and other debris as a result of a lack of road cleaning, hence (with the demise of the SHH building) enforcement has lapsed</p> <p>The introduction of double yellow lines is unnecessary and would furthermore lead to an unintended consequence when the two pairs of semi-detached houses are eventually built there because such lines would prevent the new house-holders themselves (and their visitors) from parking outside their own houses, which would inevitably cause knock-on problems.</p> |

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| | My view is that the parking along that section of Mill Road can be satisfactorily controlled -as before-by simply cleaning, and thereby effectively re-instating, the single yellow line restriction and enforcement which worked perfectly well. |
| (4) Local Resident, (Lowes Close, Lower Shiplake) | Support - I support this proposal but would like it noted that some cars already park actually in Lowe`s Close and my hope is that this restriction in Mill Road does not mean that more people will try to park in our road..... |
| (5) Local Resident, (Lowes Close, Lower Shiplake) | Support - These yellow lines should become permanent since cars parked by people visiting the community facilities at Sydney Harrison House park on the verge blocking the sight line when exiting Lowes Close. Lowes Close should not become an alternative parking place for operatives carrying out construction work on Sydney Harrison house or as a place for delivery truck to turn around. We are well aware of the effects on the narrow Mill Road of construction blocking the road or restricting the road width by parking on verges adjacent to sites. |
| (6) Local Resident, (Lowes Close, Lower Shiplake) | <p>Support - Given that this restriction will move commuter parking closer to Lower Shiplake Station (car park is full by 0800hrs), please can OCC consider introducing no waiting in Lowes Close for a stretch of some 50 metres from its junction with Mill Road.</p> <p>The entrance is narrow and any parked cars already present problems for the rubbish collection vehicles and could obstruct emergency vehicles from entering the Close.</p> <p>This measure would also prevent the parking of construction vehicles in the re-building of Sydney House and the obstruction they would cause.</p> |

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| Division(s): Kennington and Radley |
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CABINET MEMBER FOR ENVIRONMENT – 10 OCTOBER 2019

CHURCH ROAD AND FOXBOROUGH ROAD, RADLEY PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions on Church Road and Foxborough Road at Radley as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions on Church Road and Foxborough Road, Radley.

Background

4. The above proposal as shown at Annex 1 has been requested by the Parish Council in response to concerns over road safety arising from parking in the area.

Consultation

5. Formal consultation on the proposal was carried out between 4 July and 2 August 2019. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Radley Parish Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 55 properties in the immediate vicinity, adjacent to the proposals.
6. 7 responses were received during the consultation. 1 objection, 2 neither objecting nor supporting and 4 (57%) in support. The responses are recorded

at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police and the Vale of the White Horse District Council have not objected. Radley Parish Council support with expressions of support also received from 3 residents.
8. One objection was received from a resident on the grounds that the proposed waiting restrictions would result in moving the parking further north on Church Road, restricting access to properties.
9. There is always a risk that implementation of waiting restrictions will relocate parking to the end of the yellow lines. To this end, a week-long trial of the proposal was carried out earlier this year using 'no waiting' cones. No issues relating to displaced parking were observed. Should the restrictions be approved then the County Council and Parish Council will monitor their effect and if necessary further restrictions will be considered.
10. A comment was also received from a resident suggesting that the existing unrestricted parking on the east side of Foxborough Road between the station car park entrance and the Lower Radley junction was inconvenient.
11. Although not forming part of this consultation the Parish Council have stated that they will monitor the situation and, if necessary, consider the implementation of time limited restrictions at this location when Civil Parking Enforcement is introduced in the Vale of the White Horse District.

How the Project supports LTP4 Objectives

12. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures is to be provided by the Parish Council, the Local Member's Councillor Priority Fund and Oxfordshire County Council's Parish Funded Support capital budget.

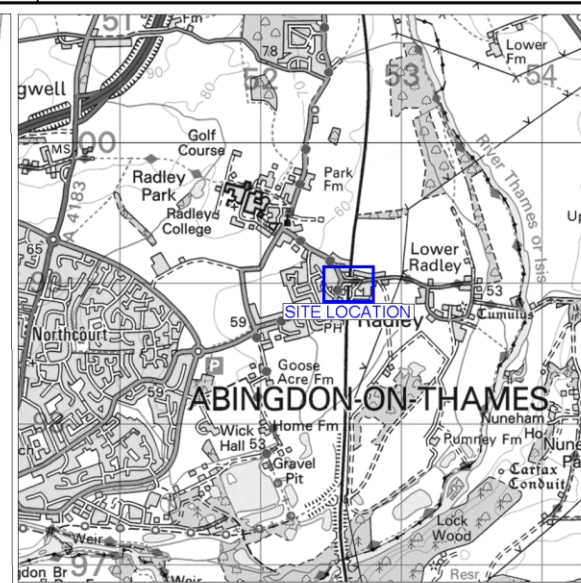
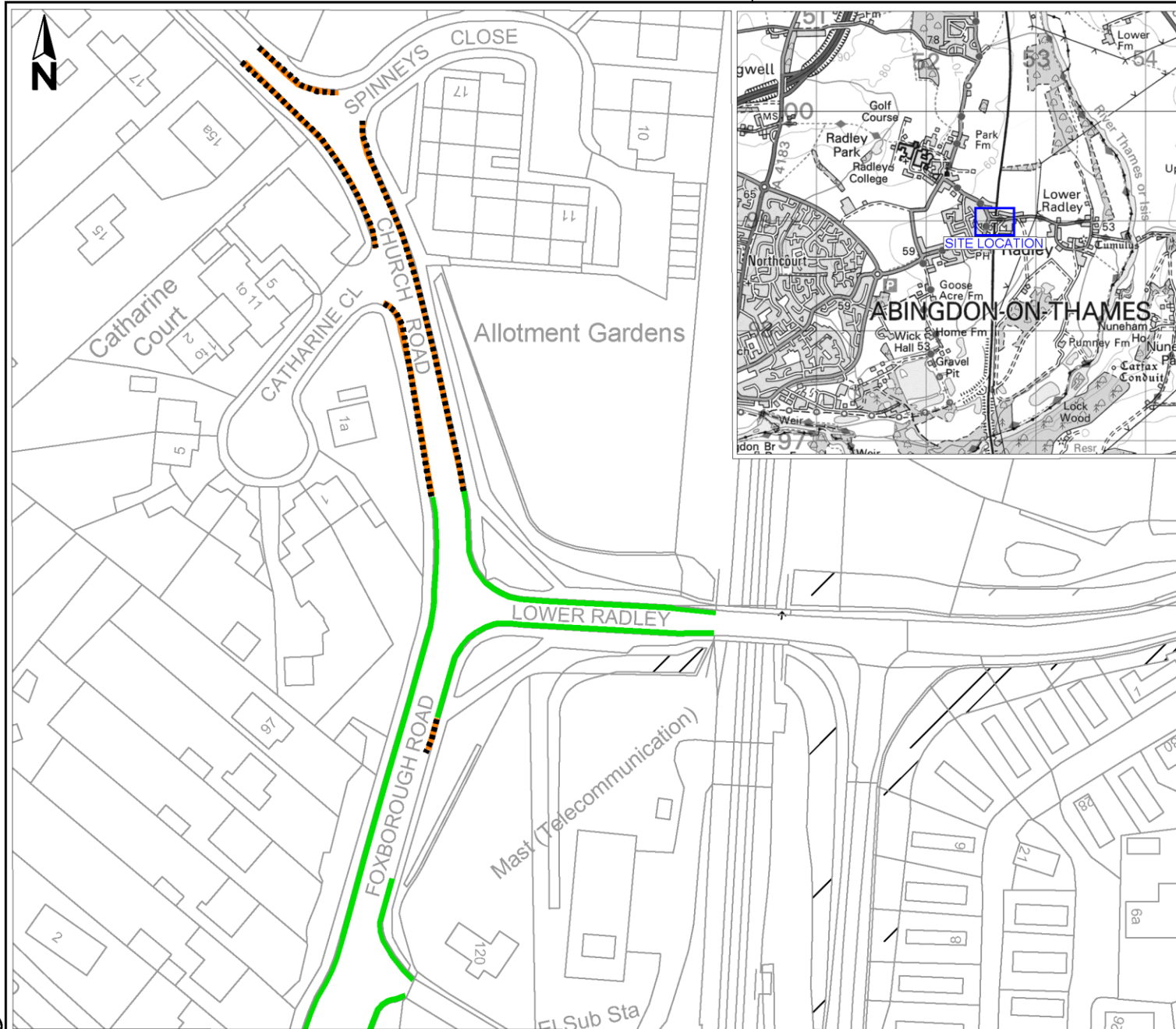
OWEN JENKINS

Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Lee Turner 07917 072678

September 2019



| | | | |
|-------------|--|----------|--|
| Drawing No. | | Revision | |
| | | 0 | |

Key

Proposed "No Waiting at Any Time" (double yellow lines)
 Existing "No Waiting at Any Time" (double yellow lines)

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|------|---------------------|-------|---------|----------|
| | | | | | |

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Project title

PROPOSED NO WAITING AT ANY TIME

Drawing title

RADLEY
CHURCH ROAD

Drawing Status

| Scale @ A3 | Drawn by | Checked by | Approved by |
|------------|------------------|--------------|---------------|
| N.T.S. | JaC | | |
| | Date drawn 06/19 | Date checked | Date approved |

Oxfordshire Project No. & File Ref

| | |
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| Drawing No. | Revision |
| | 0 |

| RESPONDENT | SUMMARISED COMMENTS |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | <p>No objection – Should these current restrictions go ahead they MUST be reliant on good driver behaviour and should NOT place any burden upon Thames Valley Police in terms of future enforcement activity.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> |
| (2) Vale of White Horse District Council | No objection |
| (3) Radley Parish Council | Support |
| (4) Local Resident, (Radley) | <p>Object – the only result will be to shift the parking further along the road and restrict access to all the properties there. We think that the lines should stop at the junction with St. James Road.</p> <p>The best solution to the problem could be that tickets bought from British Rail should include the parking fee at Radley Station. We would be very unhappy to have people parking outside our property which would restrict access and potentially cause many other problems. A solution needs to be found which does not result in merely moving the parking issue from one part of the road to another and would ultimately lead to another set of issues</p> |

| | |
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| (5) Local Resident, (Radley) | <p>Support – I agree with the extension of the yellow lines, as it has been very dangerous coming from the Church Rd direction, because you often have to be on the wrong side of the road due to parked cars and cannot see what is coming towards you round the bend.</p> <p>However, I would suggest that it is very inconvenient having the few parking spaces near the station filled all days, every weekday by commuters.</p> <p>We live on Foxborough Road, and because it is difficult to get on our drive, due to the positioning of a telegraph pole, it causes us problems when we want visitors or trades people to call. If the spaces across the road were not continually taken up by commuters, our visitors could park across the road and avoid the difficulty of manoeuvring around the telegraph pole.</p> |
| (6) Local Resident, (Radley) | <p>Support – With the current arrangement of a small number of cars being able to park between the station entrance and the turn into Lower Radley poses a very real danger to cars coming out from the station car park as visibility of oncoming traffic is severely impaired. Also, the entrance to Lower Radley road can be blocked when traffic especially buses are waiting to get past these cars. If someone is waiting to turn it can cause a stalemate as there can sometimes be nowhere to move. Also, it would be a good idea to extend the lines further down Lower Radley to maybe the entrance to the mobile home park. The bridge and bend can be blind there are regularly children from Radley College, cyclists, horses, other pedestrians and no pavement over the bridge and limited pavements either side. This poses a risk to all.</p> |
| (7) Local Resident, (Radley) | <p>Support – I support this proposal, but request that OCC monitor parking in the vicinity of the station subsequently to ensure those cars/ drivers displaced by the enhanced restrictions do not cause problems elsewhere in the village.</p> |

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| Divisions: Hendreds & Harwell |
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**CABINET MEMBER FOR ENVIRONMENT– 10 OCTOBER 2019
PROPOSED TRAFFIC REGULATION ORDER
OXFORDSHIRE COUNTY COUNCIL
(ARDINGTON, LOCKINGE, EAST HENDRED AND
WEST HENDRED - ICKNIELD WAY BYWAYS AND RESTRICTED BYWAY)
(PROHIBITION OF MOTOR VEHICLES AND LIMITATIONS ON DRIVEN HORSES)**

Report by Director of Community Operations

RECOMMENDATION

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the proposed prohibition of motor vehicles and horse drawn carriages from parts of the Icknield Way, with the single exception that subject to design constraints, technical approvals and project thresholds being satisfactorily met, permit light horse-drawn carriages that meet the stated weight and width limitations.

Introduction

2. This report considers responses to a consultation for a proposed Traffic Regulation Order (TRO) for two sections of the Icknield Way in order to deliver Route 1 of the Science Vale Cycling Network Project. It presents the arguments supporting and objecting to the proposed TRO along with background and supporting information. It includes proposed amendments to the TRO based on submitted representations and makes recommendations to the Cabinet Member for the Environment.

Background

3. The Icknield Way affected by the proposed TRO in Part A is currently a Byway Open to All Traffic (BOAT) starting from Well Street near Ardington running east to Ginge Road via the Ginge Brook crossing. The continuation of the Icknield Way affected by the proposed TRO in Part B is currently a BOAT before changing status to Restricted Byway at the West Hendred/East Hendred parish boundary continuing to the Newbury Road.
4. The Science Vale Cycle Network (SVCN) project is a package of measures on eight routes. The ambition is to raise the status of cycling in the Science Vale area through the provision of innovative and high-quality cycling facilities supporting the growth and investment being made in Science Vale. The project aims at providing easier and greater connectivity between three main employment centres at Harwell Oxford, Milton Park and Culham Science Centre and key urban centres: Didcot, Abingdon and Wantage within the Science Vale area. The whole SVCN project is being funded by the Oxfordshire Local Enterprise Partnership. The "Icknield Greenway", the subject of this report, is route 1 of the SVCN and is specifically being developed to improve access for cyclists and walkers as well as equestrians having regard to the protected designation of the North Wessex Downs Area of Outstanding Natural Beauty that it passes through. This project shortens the distance and improves the route direction compared with the current Sustrans cycle route 544 between Wantage and Harwell, and brings the route closer to the villages, residents and visitors of Ardington, West Hendred and

East Hendred. The scheme meets the aims of the adopted Oxfordshire Rights of Way Improvement Plan.

5. The Icknield Greenway will use existing public rights of way and carriageways (roads). It is proposed that one footpath will be upgraded to bridleway and one private track will be dedicated as bridleway. Public rights of way surfacing improvements will mostly be unsealed stone with one section having a renewal of the current asphalt surface with a more horse-friendly asphalt surface. A new crossing of the Ginge Brook is required along with construction of new access slopes each side of the crossing. Access gates will be provided for safety and convenience where needed along with bollards and gates to prevent unauthorised vehicle access at key points. On-road improvements include warning and direction signs in keeping with the local environment.

Reasons for proposed Traffic Regulation Order

6. It is considered necessary to restrict access to motor vehicles on the full length of the two sections of BOAT. Part A will restrict approximately 1400m with 350m required for greenway construction and operation. Part B will restrict approximately 1400m, all of which will be used for the greenway but of which around 600m is already Restricted Byway. It is not possible to create additional routes on Part A that would prevent the creation of cul-de-sac routes for motor vehicles which is why the road to road restrictions are necessary.
7. It is further considered necessary to restrict access to larger horse-drawn carriages on Part A of the route, but following consultation, a relaxation in the proposed restriction is considered possible for smaller lightweight carriages providing that technical assessments support this and that overall project delivery timescales and costs are not significantly impacted. Smaller carriages are those with a Gross Vehicle Weight below 0.5t and below 1.4m width.
8. Initial design and assessments have been undertaken by the lead designer, WSP after discussions with public rights of way officers, landowners and managers, local stakeholders and the project team. A 'byway user assessment' memo was issued, Annex 1, which informed the development of the formal proposed TRO consultation based on safety and engineering criteria. Further to that a Stage 1 Vulnerable Road User Audit, Annex 2, was issued to assess the project.
9. The TRO is being proposed on the following grounds of the Road Traffic Regulation Act (RTRA)1984
 - i. RTRA section 1(1)(a) *"for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising"*
 - ii. RTRA section 1(1)(c) *"for facilitating the passage on the road of any class of traffic (including pedestrians)"*
 - iii. RTRA section (1)(1)(e) *"for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot"*
 - iv. RTRA section (1)(1)(f) *"for preserving or improving the amenities of the area through which the road runs"*
 - v. RTRA section (22) (2) *affording better opportunities for the public to enjoy the amenities of the area, or recreation ... in the area"*

Consideration of R122 (1) of the Road Traffic Regulation Act 1984

10. This duty requires Oxfordshire County Council *to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable*. In developing this scheme, OCC has looked at how access along the proposed route 1 Icknield Greenway can be improved in order to meet the aims of the SVCN project. It is considered that by creating new links and upgrading the existing status and condition of routes with the cooperation of the landowners it is possible to secure a more direct and shorter route for cyclists, equestrians and walkers thereby meeting the expeditious, convenience and safety duty.
11. Public motor vehicle and driven horse (carriage) use is currently lawful along the byway sections of the route which includes the whole of Part A, whereas for Part B lawful public motor vehicle use stops at the parish boundary creating a cul de sac. Horse-drawn carriages may use the full length of Part B route. Currently mechanically propelled vehicles (MPV) and carriage users are challenged by the Ginge Brook crossing and access slopes as well as the reported temporary use of logs and other barriers intended to prevent access for criminal activities. Both parts are currently not considered to be expeditious, safe or convenient for MPV or carriage users alongside non-MPV users. Note that the Ginge Brook crossing was installed at the request of the British Horse Society when the route was designated as a Carriage Road and Bridleway (CRB).
12. In order to secure safe access for MPV and large carriage users along Part A whilst ensuring safety of non-MPV users, it would be necessary to design a crossing and slope facility that met current construction design standards and that was buildable within the constraints of the North Wessex Downs Area of Outstanding Natural Beauty (AONB) designation and the watercourse, and other considerations including land management. Given that this facility would have to be over 4m wide and capable of carrying up to 40t Gross Vehicle Weight (GVW), but more likely 3.5t GVW, and have significant additional excavations of the field to enable access to the approach slopes, it is considered that a shared access solution is not possible due to the constraints. An additional bypass route for any user type is not considered possible due to the site, environment and landowner restrictions. The only other possible option would entail removing the current bridge altogether and replacing this with a fording facility for all users apart from walkers where a footbridge could be provided. With no expected likelihood of securing consent for the necessary extensive excavation and regrading of the field to reduce the gradient it is considered that this solution would result in making it harder for all users apart from some MPVs and may or may not increase the likelihood of accident and injury as well as environmental damage. In addition, the cost of this undertaking would significantly exceed the project budget. On balance it is considered that access improvements to the route of the Icknield Greenway to facilitate walkers, cyclists and equestrians and achieve the aims of the SVCN project are safe, convenient and expeditious as well as being deliverable.
13. With regard to cul-de-sac sections it is not considered expeditious, safe or convenient for MPVs and large carriages to have to retrace the route from any point of the Part A route not forming part of the Icknield Greenway scheme. Because of this, and the design and other constraints for the Ginge Brook crossing and access slopes it is considered safe, convenient and expeditious for MPV and large carriage users to use the minor asphalt roads connecting each end of the entire Part A route. For Part B, it is not considered expeditious, safe or convenient for MPVs to have to retrace the route at the cul-de-sac alongside non-motorised users (NMU), and the alternative route via minor tarmac roads and the A417 is considered reasonable given that the A417 is the current access road for users outside of the villages

and MPVs have a greater design speed than NMUs.

14. A legal restriction on carriage-driving in the form of a 0.5t gross weight and 1.4m width limitation, alongside physical barriers to prevent larger vehicles gaining access is considered to be an acceptable way of providing some access for smaller and lighter horse-drawn carriages, providing that technical assessments including Road Safety Audit and Bridge Approval In Principle are successfully concluded and that overall project delivery timescales and costs are not significantly impacted.
15. It is noted that the continuation of the Icknield Way to the east of Newbury Road carrying the current route of NCN544 is an asphalt-surfaced byway which then changes status to restricted byway. Given that this existing asphalt surfaced roadway provides frequent vehicle access to farm businesses and this shared access has taken place for a number of years it is not considered necessary to extend the TRO to include this section. However, the byway does change status and the parish council has made this suggestion and so this may be considered for the future if it is deemed necessary.

Consultation

16. An 'informal' consultation took place for three weeks until May 2019 to present the proposal and gain input to the next steps. The thirty-six responses were considered and informed the development of the formal consultation for the proposed TRO. Background Document 1 contains the summary assessment of comments. Background Document 2 contains the issues and options document that officers used to aid discussions.
17. Formal consultation on the proposals as shown at Annex 3 was carried out between 12 August and 13 September 2019. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including British Horse Society, Trail Riders Fellowship, Thames Valley Police, Vale of White Horse Oxfordshire District Council, the Parish Councils and the local County Councillor.
18. One hundred and nineteen responses were received during the re-consultation period. Seventy-nine objections, thirty-four expressions of support and six non-comment, no view or no-objection responses. The responses are summarised at Annex 4 and with copies of the full responses are available for inspection by County Councillors.

Consideration of objections and other comments

19. A number of responses contain what officers consider to be inaccurate or incomplete statements. These inaccuracies are considered significant in terms of the validity of objections and so have been extracted and are included at Annex 5 to the report along with officer confirmatory comments. All representations have been considered in this report's preparation.
20. The Trail Riders Fellowship objection is detailed regarding procedural and technical issues and Annex 6 goes through each of the grounds for objection, counters these where appropriate, as well as containing the representation in full.
21. The British Horse Society objected to the restrictions on Carriage Drivers for part A of the proposed TRO and has supplied additional clarification. Annex 7 goes through each of the grounds for objection as well as containing the objection in full. Having had regard to this representation it is proposed to partially relax the restrictions on carriage driving on Part A to

enable access for smaller and lighter carriages, being under 0.5t GVW and 1.4m wide, providing technical assessments are successfully concluded and that overall project delivery timescales and costs are not significantly impacted.

Consideration of alternative options

22. The route for this project shortens the distance and improves the route direction compared with the current Sustrans cycle route 544 between Wantage and Harwell and brings the route closer to the villages, residents and visitors of Ardington, West Hendred and East Hendred. The new route will provide c3.4km of traffic free route (measured between West Lockinge junction and the Newbury Road junction with Icknield Way) with a road section of 1.4km through Ardington. This means 72% of the total 4.7km will be motor traffic free. The current NCN route provides c1.1 km of traffic free route with road sections of 4.8km. This means 19% of the total 5.9km will be motor-traffic free. Both figures exclude agricultural/service vehicle access. No alternative route options are possible.
23. In the initial work to develop the feasibility of the scheme a small number of other route options were considered. These included a segregated route running parallel to the A417 and a greenway route using footpaths through West Hendred and connecting bridleway to East Hendred. The A417 was not considered feasible due to topography, road junctions, properties and safety/cost considerations. The route through West Hendred was not considered feasible due to the Grade 1 Listed church and curtilage preventing construction of a cycle-able facility.

Financial and Staff Implications (including Revenue)

24. The budget for the proposed work is approximately £750k provided from Oxfordshire Local Enterprise Partnership. All staff costs are recoverable from the scheme. Design, implementation and monitoring of the scheme will enable the provision of a year-round usable route that helps meet current and future commuting, leisure, recreation and tourism needs.

OWEN JENKINS

Director for Community Operations
Group Manager Area Operations Hub

Background papers: Assessment of Informal Consultation responses
Internal working document – issues and options

Contact Officers: Paul Harris, Principal Officer - PRoW Access Strategy 07920 084353
Joanna Mellon, Principal Officer – Sponsor Major Projects 07741 607539

September 2019

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MEMO

| | | | |
|----------------|--|------------------------|---------------------------------------|
| TO | Oxfordshire County Council (OCC) | FROM | Gareth Nurse, Principal Engineer, WSP |
| DATE | 22 July 2019 | CONFIDENTIALITY | Public |
| SUBJECT | Science Vale Cycle Network (SVCN) Route 1 – Icknield Way Byway | | |

Introduction

This memo has been written to document discussions and assessments that have been carried by WSP and OCC regarding Icknield Way, a public byway, at its location where the SVCN Route 1 is proposed. Please refer to attached drawing “Route 1 Road Type” (Drawing SVCN-WSP-GEN-000-DR-CH-0005 Rev A) to see the existing byway location and existing allowable byway users and restrictions. The drawing also shows the proposed location of SVCN Route 1 Sections 1B to 1K2 for reference purposes.

Science Vale is the home to Enterprise Zones and the focus for significant growth and infrastructure investment both in recent times and proposed over the coming years. The government has announced hundreds of millions of pounds of investment in science-based industries in Science Vale, which is attracting multi-national businesses to consider locating to the area. The SVCN project aims to provide easier and greater connectivity between three nationally and internationally recognised science and research centres at Harwell Campus, Milton Park and Culham Science Centre and key urban settlement areas: Didcot, Abingdon and Wantage & Grove, within the Science Vale area. SVCN Route 1 is a cycle route proposed to connect Wantage to Harwell Campus.

To ensure cycling infrastructure meets the expectations of these businesses and to facilitate government investment and transport objectives, the cycling network in Science Vale requires upgrading and strengthening.

This memo documents the byway assessment for SVCN Route 1 as sections 1F2 to 1K2, where WSP have been commissioned to carry out feasibility study and preliminary design on behalf of Oxfordshire County Council. With regards to assessing the existing byway and whether any changes are necessary to it to accommodate SVCN Route 1, this memo will consider the following factors: amenity of the proposed cycle route, environmental issues, visual impacts, costs, revenue / maintenance requirements and safety.

Existing Byway Users

Two Surveys have been carried out along Icknield Way byway, in March 2019. One survey was carried at Section 1G2 which is unrestricted byway just to the west of Ginge Road, and the second survey was carried out at Section 1K2, where it meets Newbury Road, which is restricted byway. Note that during the time of the surveys, there may have been physical barriers on Sections 1D, 1G2 and 1H2. It is expected that due to the physical barriers, any vehicle larger than motorcycles was not able to enter the areas, but OCC reports that no complaints had been received. OCC is currently looking to conduct further surveys to verify the level of usage of Icknield Way byway. The March survey results are shown in the following three tables:

| | Eastbound on Icknield Way (Section 1G2) | | | | | | | Westbound on Icknield Way (Section 1G2) | | | | | | |
|------------------------|--|-------------------|------------|----------|----------|-----------|------------|--|-------------------|------------|----------|----------|-----------|------------|
| | PEDESTRIAN | MOBILITY IMPAIRED | EQUESTRIAN | QUAD | M/CYCLE | P/CYCLE | TOTAL | PEDESTRIAN | MOBILITY IMPAIRED | EQUESTRIAN | QUAD | M/CYCLE | P/CYCLE | TOTAL |
| Wednesday 20.3.2019 | 9 | 0 | 0 | 0 | 0 | 1 | 10 | 10 | 0 | 2 | 0 | 0 | 3 | 15 |
| Thursday 21.3.2019 | 12 | 0 | 1 | 0 | 0 | 4 | 17 | 3 | 0 | 1 | 0 | 0 | 2 | 6 |
| Friday 22.3.2019 | 9 | 0 | 0 | 0 | 0 | 5 | 14 | 17 | 0 | 1 | 0 | 0 | 2 | 20 |
| Saturday 23.3.19 | 25 | 0 | 0 | 0 | 0 | 12 | 37 | 28 | 0 | 2 | 0 | 0 | 2 | 32 |
| Sunday 24.3.2019 | 76 | 0 | 2 | 0 | 0 | 18 | 96 | 62 | 0 | 1 | 0 | 5 | 8 | 76 |
| Monday 25.3.2019 | 5 | 1 | 0 | 0 | 0 | 5 | 11 | 9 | 0 | 0 | 0 | 0 | 2 | 11 |
| Tuesday 26.3.2019 | 11 | 0 | 0 | 0 | 0 | 6 | 17 | 10 | 0 | 0 | 0 | 0 | 2 | 12 |
| 7 Day Total | 147 | 1 | 3 | 0 | 0 | 51 | 202 | 139 | 0 | 7 | 0 | 5 | 21 | 172 |
| Weekday Average | 9 | 0 | 0 | 0 | 0 | 4 | 14 | 10 | 0 | 1 | 0 | 0 | 2 | 13 |
| Weekend Average | 51 | 0 | 1 | 0 | 0 | 15 | 67 | 45 | 0 | 2 | 0 | 3 | 5 | 54 |

Table 1: Icknield Way Byway Survey Results – Section 1G2 March 2019

| | Eastbound on Icknield Way (Section 1K2) | | | | | | | | | | |
|------------------------|---|-----------|----------|-----------|----------|----------|----------|----------|------------|-------------------|------------|
| | PEDESTRIAN | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | EQUESTRIAN | MOBILITY IMPAIRED | TOTAL |
| Wednesday 20.3.2019 | 15 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 23 |
| Thursday 21.3.2019 | 9 | 3 | 1 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 22 |
| Friday 22.3.2019 | 16 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 24 |
| Saturday 23.3.19 | 32 | 7 | 1 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 46 |
| Sunday 24.3.2019 | 27 | 12 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 46 |
| Monday 25.3.2019 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Tuesday 26.3.2019 | 30 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7 Day Total | 143 | 31 | 6 | 23 | 0 | 6 | 0 | 0 | 6 | 0 | 215 |
| Weekday Average | 17 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| Weekend Average | 30 | 10 | 2 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 46 |

Table 2: Icknield Way Restricted Byway Survey Results – Section 1K2 Eastbound March 2019

| | Westbound on Icknield Way (Section 1K2) | | | | | | | | | | |
|------------------------|---|-----------|----------|-----------|----------|----------|----------|----------|------------|-------------------|------------|
| | PEDESTRIAN | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | EQUESTRIAN | MOBILITY IMPAIRED | TOTAL |
| Wednesday 20.3.2019 | 12 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Thursday 21.3.2019 | 6 | 5 | 1 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 21 |
| Friday 22.3.2019 | 17 | 5 | 1 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 28 |
| Saturday 23.3.19 | 25 | 12 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 41 |
| Sunday 24.3.2019 | 30 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 52 |
| Monday 25.3.2019 | 17 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Tuesday 26.3.2019 | 25 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7 Day Total | 132 | 51 | 2 | 25 | 0 | 5 | 1 | 0 | 4 | 0 | 220 |
| Weekday Average | 15 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| Weekend Average | 28 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 47 |

Table 3: Icknield Way Restricted Byway Survey Results – Section 1K2 Westbound March 2019

From the above tables the following conclusions about existing usage of the byway can be made:

- Overall numbers of existing users on both routes are shown in the tables above. The average weekday flow is approximately 14 users in a day in each direction at Section 1G2 and 25 users in a day in each direction at 1K2. Flows are slightly higher at the weekend, with a maximum weekend average day flow of 67 users in a day being recorded (1G2 eastbound). With no standard to

compare against and this route not being part of a promoted route, these figures are considered reasonable.

- The predominant user groups of these sections of the byway are pedestrians and cyclists. At Section 1G2 pedestrians and cyclists account for 96% of the total users recorded over the 7 days. The remaining 4% is made up from equestrians 3% and motorcycles 1%.
- Limited motor propelled vehicles were recorded at Section 1G2 over the whole of the 7-day period due to the presence of physical barriers, except for 5 motorcycles heading westbound on Sunday 24 March 2019. These are likely to have been leisure users, being recorded on a Sunday. OCC is currently looking to conduct further surveys to confirm the low usage of motor propelled vehicles at Section 1G2. The car use of Section 1K2 is comprised of cars parking close to the Newbury Road end for dog walking rather than illegally using the track for access.
- The survey data provided suggests that horse and carriages no longer use the byway at any time but this may have been impacted if barriers were. Again, the new survey will confirm the level of usage by horse and carriages.
- The survey results have confirmed site observations made during numerous site walk over visits during 2018 and 2019, when there have been no observations of any motor propelled vehicles, other than motorcycles and no observations of horse and carriages along Icknield Way, other than by those vehicles used in connection with the site meetings. Examination of tracks only shows evidence of motorcycle motor propelled vehicle use of section 1G2 and no evidence of carriage driving on any section.

In summary the survey of Icknield Way, Section 1G2 and Section 1K2, indicates reasonable numbers of users and the users are predominantly pedestrians and cyclists. In addition, a small number of equestrians and motorcyclists use Icknield Way at Section 1G2. Limited motor propelled vehicles used the byway over the 7-day survey period at Section 1G2 potentially due to the possible presence of physical barriers, except for 5 motor cycles on Sunday 24th March.

It is fair to expect approximately the same low numbers of mechanically propelled users on the byway on sections 1F2 to 1J2 there are no significant junctions with other routes along these sections of byway to significantly change user flows. Horse riding numbers are expected to increase as they use the connecting bridleways and permissive tracks on Lockinge Estate and avoid the steep slope at Ginge Brook.

Amenity of the Proposed Cycle Route and Area (AONB)

Cycling is recognised as an important mode of travel at both the national level and locally by OCC and other local bodies and groups. In April 2017 the government published its £1.2 billion long term plan to make cycling and walking the natural choice for shorter journeys. The UK government website says that 'the government wants cycling and walking to become the norm by 2040 and will target funding at innovative ways to encourage people onto a bike or to use their own two feet for shorter journeys'. At Government level it has been acknowledged that cycling can improve people's health, reduce travel costs, provide social benefits, cut congestion and help reduce environmental pollution.

At a local level, cycle user groups, including the Harwell Bicycle User Group, have worked with OCC to identify that a high quality cycle route between Wantage and Harwell Campus will have considerable benefits for people living in Wantage and nearby villages who travel to Harwell Campus for work.

Currently the A417 or the National Cycle Network Route (NCN) 544 provide a cycle route between Wantage and Harwell Campus. However, the A417 is a busy, fast road and cyclists have to share carriageway space with all motor vehicles, including HGVs. It is an unpleasant route to cycle on, without any existing provision of cycle lanes. As an alternative to the A417, the NCN 544 provides a cycle route on a mix of off road and country lanes, but this route is not particularly direct being 10.8km in length between Wantage and Harwell Campus compared with 9.6km length for SVCN Route 1, and in part running along a private road with permissive cycle rights that could be withdrawn at any time

To achieve the government and local authority ambitions for provision of high quality cycle route infrastructure, a better route than currently exists is necessary and the new routes will need to be provided in a way that provide high amenity to cyclists. The amenity quality of the route will be crucial in order to attract cyclists to use the route and to achieve the objectives of the SVCN programme of works.

Use of the byway along sections 1F2 to 1K2 will achieve a high quality amenity for cyclists, but only if the route is free from use by mechanically propelled vehicles to enable use by people with varying levels of confidence. The byway is narrow in places due to farming uses, trees, hedgerows and topography. Trying to share this narrow space between cyclists and motor vehicles such as 4x4s and motorcycles will significantly detract from the cycling, walking and horse-riding experience and is likely to create safety issues for the narrow and steep locations. Traffic noise and pollution from motor vehicles in very close proximity would further detract from the cycling, walking and horse-riding experience and designing a route to accommodate a high quality cycle route along with maintaining use by motor vehicles, pedestrians and equestrians would result in an engineered solution akin to a new road and cycle lanes through the AONB. This is not desirable, detracting from the special qualities that the AONB designation protects and the cycling, walking and horse-riding environment that SVCN Route 1 seeks to create.

Sharing space between cyclists and horse carriages along the narrow sections of the Icknield Way will also result in a poor quality cycle route as users will have insufficient room to pass each other at pinch points.

Given that the amenity and safety of the proposed cycle, horse and walking route will be significantly improved by restricting mechanically propelled vehicles, it is recommended that all mechanically propelled vehicles are restricted from using the proposed SVCN Route 1. As well as benefitting safety of cyclists, walkers and horse-riders using this route through the AONB, it will also increase the amenity of the route for use by non motorised users and improve conditions for local farming where the use of motor vehicles by members of the public can damage existing field areas and exacerbate drainage and water ponding problems. Horse carriage use should be restricted along the byway from Ardington to Ginge Road due to the narrow and steep nature at points along the route.

Environmental Issues

One of the objectives for SVCN Route 1 is to minimise environmental impacts of proposed works both during its construction and during its operation. To achieve this objective mechanically propelled vehicles and horse carriages should be restricted from the route otherwise it will have to be widened to safely accommodate cyclists passing vehicles such as 4x4s and horse carriages. Such widening would have to

include the removal of some existing large trees and hedgerows currently growing along narrow sections in the steep slopes down to Ginge Brook as well as soil, stone and root excavations

The cycle route has been designed as 2.5m wide at its narrowest location on Ginge Brook Bridge and its tree lined approaches. At its widest locations the route has been designed at 3.6m wide, where environmental conditions allow and where the route will be used on occasions by slow-moving farm vehicles. The following table shows these design widths and comments on what the environmental impacts there would be to widen the route to allow for two-way traffic including mechanically propelled vehicles such as 4x4s, i.e. a design width of 4.5m (3m for one-way traffic and 1.5m for cyclists, pedestrians or equestrians in opposite direction):

| Section | Proposed Design | Environmental Considerations if Route Width Was Increased to 4.5m Wide. |
|---|-----------------|--|
| 1F2, through Ginge Brook wooded valley, | 2.5m wide | Removal of large, high quality trees would be required (the 2.5m proposal only requires removal of 2 number small self-seeded low value trees). As well as visual loss and amenity loss through the removal of trees this would also cause loss of habitats to bird wildlife and potential for bat roosts. |
| 1F2, Ginge Brook Bridge | 2.5m wide | <p>If a wider bridge was designed to take vehicle and carriage loading, there would be significant impacts from temporary works and impacts from needing a much larger structure and foundations. The current design is for a light weight structure that can carry 5kN/m². This is sufficient for pedestrians, equestrians, cyclists (and motorcycles at low speeds), but is insufficient for other mechanically propelled vehicles and horse and carriages. A light weight bridge structure allows construction in Ginge Brook wooded area with environmental impacts kept to a minimum. Larger bridge structures will require substantial construction plant such as piling rigs and large cranes and to allow access to working areas would require removal of trees and construction of temporary stone construction accesses cut deeply into the top of steep banks of the valley.</p> <p>Larger structures would require more substantial foundations, likely in the form of concrete piles, which would be confirmed by Site Investigation. Setting up piling rigs would require substantial areas of the ground to be cleared of trees and made relatively level through significant earthwork cuttings and fill. The area could be reinstated back to original levels after the works are complete but it would take several years for tree growth to re-establish and for habitats to recover.</p> |

| Section | Proposed Design | Environmental Considerations if Route Width Was Increased to 4.5m Wide. |
|---|-----------------|--|
| | | The additional materials required for a larger bridge structure, such as concrete and steel, are also an environmental consideration. These materials have CO2 footprints and in accordance with zero carbon targets, excessive use of these materials should be avoided, unless clear benefits are evident or unless it is absolutely necessary to use them. |
| 1F2, top of proposed slope east side of Ginge Brook | 2.5m wide | The current design at up to 2.5m wide route minimises the extents of earthwork excavation required. At its deepest the cutting is 2.1m deep. Widening this dig from 2.5m to 4.0m plus side slopes will increase the visual impact of the cutting, increase loss of habitats in the grassed sides to the existing byway and increase the loss of farmland given over to the byway. It will also increase the effects on the connecting footpath running north and south of the byway |
| 1G2 | 3.6m wide | If this section of byway was widened to 4.5m then there would be loss of tree habitats along the edges of the existing byway and/or a loss of strip of land currently used for growing crops by the farmer. It is unlikely that OCC have the right to widen this section of byway to 4.5m wide, without land purchase from the owner and tenants, as currently the byway operates at a width in the order of 3.6m wide in this section. |
| 1H2 | 3.6m wide | This section of byway is currently bound by wire fencing providing a 4.0m maximum width, including narrow grass strips along the edges. It is reported that this section has had temporary width restrictions (large stone blocks) placed at its start to prevent any large vehicles trying to use it at times; it leads to the restricted byway section at 1K2 which mechanically propelled vehicles are not able to legally use, so is not part of any through route for vehicles. Widening the route to 4.5m would require land take from the adjacent field and due to the higher levels that the byway is at in this location some new side slopes would be required into the farmers' fields. As well as loss of land, these side slopes would have to be constructed from imported earthworks materials, possibly requiring off-site lorry movements. |

| Section | Proposed Design | Environmental Considerations if Route Width Was Increased to 4.5m Wide. |
|---------------------|-----------------|--|
| Sections 1I2 to 1K2 | 3.6m wide | <p>Whilst these sections may be able to be widened to 4.5m , with the agreement of landowners, a loss of farming land would be suffered along section 1I2. As Section 1K2 is restricted byway there is no through route possible meaning less justification.</p> <p>Whilst there is little evidence of Horse carriages use of this section of byway there seems little need to widen these sections to 4.5m into the farmers' fields to accommodate increased numbers of cyclists and to allow for potential use of horse and carriages as this could be regarded as unnecessary and damaging.</p> |

Table 4 Environmental Considerations and Impacts

Visual Impacts

If the route was widened to 4.5m wide in order to accommodate most mechanically propelled vehicles and horse carriages the main visual impacts would be experienced at Ginge Brook valley where additional tree clearance would be required and at the top of the steep Ginge Brook side slope where additional earthworks cutting would be required. The bridge at Ginge Brook would also have a considerable 'engineered' look to it should motor vehicles need to be accommodated. Minimising visual impacts from the scheme proposals is essential in this Area of Outstanding Natural Beauty.

Costs

Considerable additional scheme costs will be required if the cycle route was constructed to accommodate mechanically propelled vehicles and horse carriages. The additional bridge costs would be of the order of at least £200k to allow for the additional loading and safety requirements, and the route track would be expected to cost at least an additional £150k to allow for additional stone construction work and earthworks (sections 1F2 to 1K2). This is considerable additional cost to be met by public funding and could not be recommended.

As well as these additional construction costs, a heavier bridge designed to take motor vehicle loading will require additional inspection and maintenance costs. Again, this is an unnecessary demand on public funding and could not be recommended.

Safety

This assessment is based on the aspiration to create a high quality and well promoted cycle, walking and horse riding route linking Wantage to Harwell campus and an increase in the use of the route by cyclists and other non-motorised vulnerable users for commuting, social/recreation and tourism journeys. As usage increases there is a higher risk that a user would encounter 4x4 or other mechanically propelled vehicle or horse carriage in a head on type situation from opposite directions and at higher speeds unless such vehicles were restricted from the route. The text above (Environmental Issues) discusses the environmental implications of widening the route to 4.5m so that an increased number of cyclists can safely pass a mechanically propelled vehicle such as a 4x4 or can pass a horse carriage. However, the impacts of widening the route are considered too great, meaning that permanently restricting mechanically propelled vehicles is needed to safely allow an increase in the numbers of cyclists and other vulnerable non-motorised users using the route.

Motorcycles could use the proposed stone track surface and route geometry, particularly if suitable tyres and bike sizes for handling purposes were chosen but the width of the byway would need to be appropriate in order for pedestrians, cyclists, motorcyclists and equestrians to pass each other safely and for appropriate design sign-off. The Sustrans Information Sheet FF27 *"Ways Through The Countryside"* recommends that the minimum width of an unsegregated shared-use footway / cycleway / bridleway should be 3m. At bridges the Sustrans minimum recommended unsegregated width for cyclists and pedestrians is 3.5m (Sustrans Design Manual chapter 8 *"Bridges and other structures (draft)"* Feb 2015). This width would need to be increased if motorcyclists used the route, in order to reduce the potential for a horse being startled by a passing motorcycle, resulting in the rider being dismounted or for other proximity and noise/speed conflicts.

Currently some motorcyclists use the byway and will encounter cyclists, equestrians and pedestrians – and conflicts are unknown or low because the topography, terrain, visibility and surface all challenge the ability for motorcyclists to travel at speeds and also limit the number of users -reducing potential for conflict. However, given that the new stone track construction and bridge will reduce some of these challenges, it is expected that user numbers will increase substantially – as will user speeds, especially if motorcycles are able to continue using the route, meaning the potential for conflict will increase. Furthermore, cyclists and other non-motorised users may be deterred from using the route if they are aware that motorcycles or other mechanically propelled vehicles are using the route. Therefore, unless the route can be provided with a suitable width for the shared usage, with the provision of appropriate speed reduction measures along the route to mitigate the potential for motorcycles travelling along it at inappropriate speeds, the most appropriate solution is considered to be restrictions on all mechanically propelled vehicles including motorcycles.

The width of the proposed route is 2.5m to 3.6m wide, with the 3.6m width being selected as to require no more land take than the present byway. From the recommendations noted above, it would seem the 3.6m width is sub-optimal for motorcycles to safely pass cyclists, equestrians and pedestrians and this is on the basis that motorcyclists travelled at appropriate speeds for a shared promoted route on a stone surfaced byway within an AONB.

Thus, the engineering, safety and environmental considerations require a restriction on all mechanically propelled vehicles.

Conclusions

Designing the proposed Science Vale Cycle Route 1 to accommodate increased non-motorised vehicle users alongside mechanically propelled vehicles and horse carriages would require the route to be widened from existing widths to 4.5m minimum. This would cause excessive environmental impacts, loss of strips of farm land, visual impacts in the AONB, cost impacts and cause additional maintenance requirements and maintenance costs.

Continued use by motorcycles would lose amenity value to pedestrians, cyclists and equestrians, with the speed and noise differential a contributor to safety issues and potential conflicts, which are likely to affect these slower and more sensitive users. The route would have to be widened to safely accommodate shared use and meet standards. Therefore, the engineering and safety considerations require a restriction on all mechanically propelled vehicles so the route is only available as a whole to pedestrians, cyclists and equestrian

It is therefore recommended that all mechanically propelled vehicles, and horse carriages are restricted from the byway along sections 1F2 to 1K2 at the Parish Boundary where it would meet the existing restricted byway where mechanically propelled vehicle use is illegal.

Enforcement of restrictions are proposed by the use of locked gates or removable bollards that enable farm vehicle access at Ginge Road access points and at the end of Section 1K2. A 1.5m gap, in accordance with British Horse Society recommendations for bridleway gateposts, is proposed next to these locked gates to allow access onto the route by equestrians, pedestrians and cyclists.

Gareth Nurse
Principal Engineer

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Vulnerable Road User Audit – Stage 1

| | | | |
|-----------------|------------------------------------|-------------------------|--|
| DATE: | 24 September 2019 | CONFIDENTIALITY: | Public |
| SUBJECT: | Vulnerable Road User Audit Stage 1 | | |
| PROJECT: | Science Vale Cycle Network | AUTHOR: | Gareth Nurse BEng (Hons) CEng MCIHT |

1. BACKGROUND

- 1.1. WSP was appointed by the Oxfordshire County Council (OCC) to undertake the Preliminary Design of Science Vale Cycle Network (SVCN) Route 1, a cycle route connecting Wantage to Harwell Campus.
- 1.2. This project aims to contribute to increase the proportion of journeys to work, made by cycling in Science Vale, by 50% by 2021. This will also support OCC aims to increase levels of cycling in Oxfordshire by 10% by 2031.
- 1.3. The Vulnerable Road User Audit follows the Vulnerable Road User Audit and Guidelines Standards and Guidelines issued by Oxfordshire County Council in August 2003.
- 1.4. This report is the stage 1 audit that aims to assess whether the scheme has considered the needs of Vulnerable Road Users (VRUs) at this stage.
- 1.5. Extract of the Vulnerable Road User Audit Checklist is attached in Appendix A.

2. GENERAL PLANNING FOR VULNERABLE ROAD USERS

- 2.1. The cycle route is proposed on a mix of existing rights of way, comprising existing bridleway, byway, footpath, carriageways (public highway) and farm tracks. Whilst cyclists have existing rights to use the bridleway (Section 1B), carriageways (public highways Section 1C) and byways (Sections 1F2 to 1K2), the remaining sections will need to have land agreements made with the landowners.
- 2.2. Although this is a cycle network scheme, the scheme aims to create a continuous route for pedestrians, cyclists and equestrians from Wantage to Harwell.
- 2.3. All sections in Route 1 are 2.5m to 3.6m wide except. Section 1G2 and the proposed Ginge Brook bridge is proposed to be 2.5m wide to suit the environment and to meet requests by local landowners. The proposed widths are suitable for un-segregated shared use footway / cycleway / equestrians in this location.
- 2.4. All sections except section 1F2 (and its approach in section 1G2) follow the existing ground gradient. Topographical survey has not been carried out for Route 1, except for sections 1F2 and some of 1G2 where bridge design and its approach design are required, but the existing route gradients on other route sections are suitable for cycling without modification.
- 2.5. The proposed Ginge Brook bridge in section 1F2 will have a gradient of 12.5% at its western end and eastern end approaches, and a gradient of 8% on the bridge itself. It is recognised by the scheme sponsor and the design team that the steep gradients will increase the difficulty for VRU to

Vulnerable Road User Audit – Stage 1

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|-----------------|------------------------------------|-------------------------|--|
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| PROJECT: | Science Vale Cycle Network | AUTHOR: | Gareth Nurse BEng (Hons) CEng MCIHT |

use the route. However, due to existing local restraints, the gradients are necessary and have been used on National Cycle Network Routes such as at Bristol and Derbyshire.

- 2.6. The scheme explored a wide range of surfacing materials. Type 1 sub-base is currently the most preferred option as it provides suitable surface for all legal users of the route. Concrete or asphalt will be installed at junctions with large farm vehicles to aid turning onto the highway and to minimise tracking mud or debris from tyres onto the carriageway.
- 2.7. The area is AONB, so street lighting is not to be provided.
- 2.8. Traffic signs will be installed in suitable locations to alert users, but it is recommended that any signing is sympathetic to the area's AONB status.
- 2.9. Crossfall for all sections are 1 in 40 to facilitate drainage. The crossfall is suitable for all vulnerable road users.

As part of this Vulnerable User Audit, the designers have been through the whole of the OCC standards and guidelines document and sections 3 and 4 below comment on the relevant points from this document.

3. DESIGNING - AT GRADE CROSSINGS

- 3.1. Any existing road markings are to be refreshed. New road markings will be added at the junctions where required. This will benefit all the vulnerable users.
- 3.2. Street lighting is not proposed, or required, at crossings or junctions. Users on existing byway travel without any existing lighting in the AONB. It is considered that users can safely use the proposed route without lighting. It is quite common in rural areas that pedestrians, cyclists and equestrians provide their own artificial lighting, e.g. with torches or cycle lights.

4. DESIGNING - OFF ROAD PATH

- 4.1. Visibility of Route 1 is generally good. Exact visibility to be confirmed in the Detailed Design stage.
- 4.2. As mentioned in 2.1, Route 1 is proposed on a mix of existing rights of way. OCC is currently liaising with the landowners and its internal legal team to finalise the legal user group of the finished path. It is the intention that all vulnerable users can be catered for by this scheme, e.g. pedestrians, cyclists and equestrians. So that vulnerable road users (pedestrians, cyclists and equestrians) can use the proposed route in safety and comfort it is recommended that all motor propelled vehicles (MPVs), motor cycles and large horse carriages are banned from the byway sections by TRO and physical barriers. Locked gates are recommended at highway junction points along the byway with a 1.5m gap alongside the gates to allow access for pedestrians, cyclists, equestrians and narrow horse

Vulnerable Road User Audit – Stage 1

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carriages. The width of the proposed route is suitable for the AONB rural setting but it is not proposed at a width wide enough for two-way use by wide horse carriages and motor propelled vehicles passing vulnerable users; this would be inappropriate for the rural AONB setting and local environment. As well as impacts on the environment, to provide a wide route, the loss of agricultural land would require agreement with land owners and would require land in excess of that currently being used on the byway sections. It is noted that although the existing byway legally allows two-way traffic for MPVs, motor cycles and horse carriages, the existing route widths mean this is currently not practical. Given that the proposals include provision of a well compacted Type 1 sub-base or asphalt planings surface, traffic speeds and traffic usage could increase along the route as a consequence of the proposals and therefore it is important to consider managing and restrictions to the byway in order to protect vulnerable road users.

- 4.3. Type 1 sub-base or asphalt planings are the preferred option for surface materials. This material is suitable for walkers, cyclists and equestrians. Type 1 sub-base material is available locally. In addition they are suitable for agricultural use by heavy farm vehicles.

5. CONCLUSION

- 5.1. The scheme has considered the needs of VRUs at this stage.
- 5.2. Science Vale Cycle Network is a cycle network scheme that aims to provide a continuous route for pedestrians, cyclists and equestrians from Wantage to Harwell.
- 5.3. In order to provide safety and comfort for pedestrians, cyclists and equestrians it is recommended that motor propelled vehicles, including motor cycles and large horse carriages are banned from those sections of the byway where they currently have legal rights of use as the existing and proposed widths are not appropriate to accommodate two-way traffic flow mixed with vulnerable road users.
- 5.4. The width, crossfall and surface materials of the route are designed to accommodate the need of all legal users.
- 5.5. The gradients of this route follow existing ground profiles except section 1F2. It is recognised that the proposed bridge in Section 1F2 has steep gradients which may not be suitable for some vulnerable road users. However, it is unavoidable due to natural constraints and it is expected that warnings will be put on the route and on local cycling maps and information.

Vulnerable Road User Audit – Stage 1

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|-----------------|------------------------------------|-------------------------|--|
| DATE: | 24 September 2019 | CONFIDENTIALITY: | Public |
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| PROJECT: | Science Vale Cycle Network | AUTHOR: | Gareth Nurse BEng (Hons) CEng MCIHT |

APPENDIX A. VULNERABLE ROAD USER AUDIT CHECKLIST (EXTRACT)

STAGE B – DESIGN BRIEF

For guidance, please see Standards and Guidelines sections 2.1 and 2.2

B.1. What are the key objectives outlined in the brief?

Does the brief take into consideration the needs of pedestrians, cyclists, equestrians and disabled people?

The key objective of this scheme is to provide a cycle route, connecting Wantage to Harwell. The new proposed route will allow use by pedestrians, cyclists and equestrians. In addition, the route will have a reasonable level of provision for disabled users, e.g. appropriate for use by suitable wheelchairs and appropriate for other disability users group.

B.2. Has data on vehicle flows and speeds, numbers of cyclists, pedestrians and equestrians, and VRU personal injury accidents been provided/reported? What are the key issues?

Classified counts have been carried out along the route, in March 2019.

Vulnerable Road User Audit – Stage 1

DATE: 24 September 2019 **CONFIDENTIALITY:** Public

SUBJECT: Vulnerable Road User Audit Stage 1

PROJECT: Science Vale Cycle Network **AUTHOR:** Gareth Nurse
BEng (Hons) CEng MCIHT

B.3. To what extent is the scheme intended to facilitate? (Tick one box in each row)

| | High Priority | Medium Priority | Low Priority |
|---|---|-----------------|--------------|
| Through movement of motorised vehicles | | | Not at all |
| Access to residential and non-residential destinations (shops, schools, businesses etc) | By cyclists, pedestrians and equestrians only | | |

B.4. Does the proposed scheme aim to minimise possible conflict between through motor vehicle movements and local access requirements?

Yes. Along the sections of existing byway where there is current legal access by motor propelled vehicles, motor cycles and large horse carriages it is proposed to ban these user groups by TRO and physical barriers so that conflicts with vulnerable road users are removed. Note that with the scheme proposals, the existing byway widths are not suitable for shared use two-way use by motor propelled vehicle, motor cycles and large horse carriages alongside vulnerable road users and an enhanced cycle route provision.

B.5. Expected level of use by vulnerable road users:

| | Pedestrians | Disabled People | Cyclists | Horse Riders |
|--|-------------|--------------------------|----------|--------------|
| Is the scheme targeted specifically at any particular VRU group(s)? | ✓ | Access will be possible. | ✓ | ✓ |

Vulnerable Road User Audit – Stage 1

| | | | |
|-----------------|------------------------------------|-------------------------|--|
| DATE: | 24 September 2019 | CONFIDENTIALITY: | Public |
| SUBJECT: | Vulnerable Road User Audit Stage 1 | | |
| PROJECT: | Science Vale Cycle Network | AUTHOR: | Gareth Nurse BEng (Hons) CEng MCIHT |

| | | | | |
|---|---|--------------------------|---|---|
| Is the scheme expected to be regularly used by any particular VRU group(s)? | ✓ | Access will be possible. | ✓ | ✓ |
| Is the scheme expected to be regularly used by high risk or inexperienced VRUs e.g. children? | Possible use by children to and from Wantage. | Possible. | Possible use by children to and from Wantage. | Local young persons likely to use route for leisure purposes. |

B.6. In light of answers to B1-B5 above, does the project brief adequately consider the needs of all relevant Vulnerable Road User Groups? Will the scope of the project, as set out in the brief, enable any opportunities to improve conditions for VRU to be taken?

The project brief adequately considered the needs of pedestrians, cyclists and horse riders, subject to consideration at byway sections for TRO and physical barriers to prevent the use of motor propelled vehicles, motor cycles and horse carriages.

It is recognised that the proposed bridge in Section 1F2 will have a gradient of 12.5% at its western and eastern ends, a gradient of 8% on the bridge itself. The gradients may increase the potential for users losing control, however, due to existing constraints, the gradient cannot be improved without substantial damage to the natural landscape.



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STAGE 1 – FEASIBILITY/ PRELIMINARY DESIGN/ DRAFT PLANS

1.1 General Issues

| Page No. | | S&G Ref. | Yes | No | N/A | Comments |
|----------|---|----------|-----|----|-----|---|
| 1.1.1 | Brief Audit: Does the feasibility / preliminary design fully reflect the outcome of the Stage B Audit? | 3.1 | ✓ | | | Yes – subject to conclusion of the TRO advertised for the byway sections, the preliminary design reflects the outcome of the Stage B audit (above). |

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| No. | | S&G Ref. | Yes | No | N/A | Comments | | | | |
|--|--|----------|-----|-----|-----|---|---------------------|----|-----|---------------------|
| 1.1.2 | If the scheme specifically targets, or is expected to be regularly used by VRUs, are the measures provided for VRUs in accordance with the 'Hierarchy of Measures'? Are measures higher up in the hierarchy possible but not included in the scheme? | 2.2 | ✓ | | | Hierarchies of provision for pedestrians and cyclists. | Provision possible? | | | Included in scheme? |
| | | | | | | | Yes | No | N/A | |
| | | | | | | • Is there scope for reducing volumes of traffic? | ✓ | | | Yes |
| | | | | | | • Can existing traffic speeds be reduced? | | ✓ | | No |
| | | | | | | • Could junction treatments or traffic management measures be carried out to benefit cyclists? | | ✓ | | No |
| | | | | | | • Could highway space be reallocated to benefit pedestrians or the use of available carriageway be changed to give more space to cyclists? | | ✓ | | No |
| | | | | | | • Could additional at-grade crossings benefit pedestrians? | | ✓ | | No |
| | | | | | | • Could the quality of existing pedestrian routes be improved? | ✓ | | | Yes |
| | | | | | | • Could cycle lanes be provided or cycle tracks constructed from carriageway space | | ✓ | | |
| | | | | | | • If improving existing routes is not possible or beneficial could a new alignment for pedestrian routes be provided? If at grade crossings are not possible could grade separated crossings be provided? | | | ✓ | N/A |
| • Can specific off road cycle tracks or shared use facilities be provided? | ✓ | | | Yes | | | | | | |

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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|--|----------|-----|----|-----|---|
| 1.1.3 | Is the traffic capacity of the road(s) appropriate and necessary in relation to levels of VRU activity? | 3.2 | ✓ | | | Yes – all sections in Route 1 are proposed at 2.5m to 3.6m wide. It is appropriate in relation to the level of VRU activity. However, motor propelled vehicles, motor cycles and wide horse carriages should be banned from the byway to allow safe and comfortable use by vulnerable road user groups as part of the scheme proposals. |
| 1.1.4 | Are traffic speeds appropriate in relation to levels of pedestrian and other VRU activity? | 3.3 | ✓ | | | Yes – generally the route is segregated from traffic. At road crossings, existing speeds are suitable to the level of pedestrian and other VRU activity. |
| 1.1.5 | Coherence: Does the scheme provide a coherent route or routes for VRUs? Do VRU routes connect to destinations; are they continuous and consistent in standard; do they link conveniently and safely into existing networks for pedestrians, cyclists, disabled users and equestrians (where appropriate)? | 3.4 | ✓ | | | Yes – the scheme provides a coherent route for VRUs from Wantage to Harwell, along existing and new rights of way. |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|--|----------|-----|----|-----|---|
| 1.1.6 | Directness: Are routes for all users sufficiently direct? Are barriers and waiting times minimised? | 3.5 | ✓ | | | Yes – the scheme provides a direct route for VRUs from Wantage to Harwell without barriers and waiting times from traffic. |
| 1.1.7 | Attractiveness: Viewed overall, is the scheme sufficiently attractive to encourage use by VRUs? | 3.6 | ✓ | | | Yes – the scheme keeps the proposed routes on the existing track. New surfacing and drainage will improve attractiveness of the route. |
| 1.1.8 | Safety: Does the design minimise actual and perceived safety and security risks for VRUs? | 3.7 | ✓ | | | Yes – the design improved road surface, crossfall and drainage of the route, alongside necessary restrictions to motor propelled vehicles, motor cycles and wide horse carriages. |
| 1.1.9 | Comfort: Are the facilities easy to use by VRUs? Are widths, surfaces and gradients adequate? | 3.8 | ✓ | | | Yes – all sections are 2.5m to 3.6m wide and will be resurfaced with type 1 sub-base material or asphalt planings. Gradients are steep on section 1F2 however the scheme proposes improved gradients compared with existing and are suitable for most VRUs. |

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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------------------|--|----------|-----|----|-----|--|
| 1.1.10 Page 71 | Disabled people: Are the needs of people with disabilities of all types catered for? | 3.9 | ✓ | | | <p>Mobility – Route proposal will allow use of most wheelchair users, stick, frame and mobility vehicle. Suitable tyres will be need on wheelchairs and mobility vehicles to use on the type 1 surface.</p> <p>Sight – Route will be suitable to visually impaired people with guide dogs. Rural paths are generally not suitable for users with tapping sticks alone, so assistance by guide dogs or other people will be recommended.</p> <p>Hearing – Route is suitable for hearing impaired people</p> <p>Dexterity – crossfall and gradients will be suitable for most users</p> <p>Learning – the simple layout and signs are straightforward, common placed and easily understood.</p> |
| 1.1.11 | Maintenance: Will adequate maintenance of facilities be practicable? | 3.10 | ✓ | | | Yes – this has been discussed with the PROW team in OCC and the proposed design is acceptable in terms of maintenance. |
| 1.1.12 | Conflict between VRUs: Does the proposed scheme aim to minimise conflict between different types of VRUs? | | ✓ | | | Yes – although it is not expected to have many conflicts between different types of VRUs, all sections are wide enough to accommodate 2 VRUs to pass by each other. |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|--------|---|----------|-----|----|-----|-----------------------------|
| 1.1.13 | Carriageway: Does the scheme include any carriageway or verge alterations or links, including cycle lanes? | - | ✓ | | | If yes complete section 1.2 |
| 1.1.14 | Footway/ Cycleway: Does the scheme include any footway or cycle way alterations or links, or pedestrianised areas? | - | ✓ | | | If yes complete section 1.3 |
| 1.1.15 | Traffic calming: Does the scheme include any traffic calming or “home zone” areas? | - | | ✓ | | If yes complete section 1.2 |
| 1.1.16 | At grade crossings: Does the scheme include any controlled or uncontrolled at-grade crossings? | - | | ✓ | | If yes complete section 1.4 |
| 1.1.17 | Grade Separated crossings: Does the scheme include any grade separated crossings? | - | | ✓ | | If yes complete section 1.5 |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|--------|--|----------|-----|----|-----|-----------------------------|
| 1.1.18 | Off Road paths: Does the scheme include any off-road paths? | - | ✓ | | | If yes complete section 1.6 |
| 1.1.19 | Modal Interchange: Does the scheme include any modal interchanges (including bus stops, cycle parking, car parking, parking for disabled people)? | - | | ✓ | | If yes complete section 1.7 |



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STAGE 1 – PRELIMINARY DESIGN/ DRAFT PLANS

1.2. Carriageway and Verge – including traffic calming and cycle lanes

| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|---|----------|-----|----|-----|----------|
| | General Carriageway | | | | | |
| 1.2.1 | Do traffic lane and parking bay widths consistently meet required standards? | 4.1 | | | ✓ | n/a |
| 1.2.2 | Will roadside verges in areas of equestrian usage enable safe passage? | 4.2 | | | ✓ | n/a |
| | Traffic Calming | | | | | |
| 1.2.3 | Will vertical traffic calming measures hinder, endanger or discomfort cyclists or other VRUs? | 4.6 | | | ✓ | n/a |
| 1.2.4 | Will horizontal traffic calming measures hinder, endanger or discomfort cyclists? | 4.7 | | | ✓ | n/a |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|---------|--|----------|-----|----|-----|----------|
| 1.2.5 | Are suitable speed control measures provided in any shared areas (e.g. home zones, quiet lanes)? | 4.8 | | | ✓ | n/a |
| Page 75 | Junction Treatments and Traffic Management | | | | | |
| 1.2.6 | Are advanced stop lines and approach cycle lanes provided at all traffic signals? | 4.9 | | | ✓ | n/a |
| 1.2.7 | Are cyclists exempt from any banned movements or restricted turns? Have opportunities to provide a cyclist bypass at traffic signals been taken? | 4.10 | | | ✓ | n/a |
| 1.2.8 | Could any roundabouts be modified to improve safety for VRUs? Could an alternative form of junction control replace any roundabouts? | 4.11 | | | ✓ | n/a |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|------------------|---|---------------------|-----|----|-----|---|
| Page 76 1.2.9 | Does the provision of cycle lanes, raised pedestrian crossings and cycle track crossings at side junctions meet recommended approaches? | 4.12 5.5 5.15 | | | ✓ | n/a |
| | Cycle Lanes | | | | | |
| 1.2.10 | Do cycle lane widths consistently meet recommended standards? | 4.13 | ✓ | | | Generally 3m or wider width is proposed. At the bridge, 2.5m width is proposed which is the minimum width for a shared use footway / cycleway (ref DMRB). |
| 1.2.11 | Does the treatment of cycle lanes at bus stops and parking bays meet recommended approaches? | 4.14 | | | ✓ | n/a |
| 1.2.12 | Is vehicle parking likely to obstruct cycle lanes or other cycle facilities? | 4.15 | | | ✓ | n/a |
| 1.2.13 | Has appropriate use of colour been used for cycle lanes? | 4.16 | | | ✓ | n/a |

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STAGE 1 – PRELIMINARY DESIGN/ DRAFT PLANS

1.3. Footways, pedestrianised areas and shared- use facilities (adjacent to carriageway)

| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|---|----------|-----|----|-----|--|
| 77 | General | | | | | |
| 1.3.1 | Do widths of all footways meet recommended standards? | 5.1 | | ✓ | | Footway provision is provided on the byway and bridleway. The proposed width of the bridge, at 2.5m clear (Section 1F2), is narrower than the desirable minimum width for shared use footways / cycleways / equestrian routes on structures where 3.0m is the desirable minimum. However, the proposed 2.5m width will provide suitable width for the route and a width narrower than 3.0m was requested by local land owners so that the new structure was in keeping with the local rural environment in AONB. Departure is recommended at this locations (1F2). |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|------------------|--|-------------|-----|----|-----|----------|
| Page 78 1.3.2 | Does level of provision of dropped kerbs meet recommended standards? | 5.4 | | | ✓ | n/a |
| 1.3.3 | Does provision of raised or priority footway/cycleway crossings meet recommended standards? | 5.5 5.15 | | | ✓ | n/a |
| 1.3.4 | Is the use of ramps and steps minimised, and ramps always provided as an alternative to steps? | 5.7 | | | ✓ | n/a |
| 1.3.5 | Are cyclists permitted to use pedestrianised areas where no alternative exists? Is demarcation adequate? | 5.8 | | | ✓ | n/a |
| 1.3.6 | Is appropriate landscaping provided? | 5.12 | | | ✓ | n/a |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|--------|--|----------|-----|----|-----|---|
| 1.3.7 | Cycle Tracks/ Shared use Facilities | | | | | |
| 1.3.8 | On shared use facilities is adequate segregation provided? | 5.13 | ✓ | | | 2.5m to 3.6m width is provided. |
| 1.3.9 | Does the width of cycle track/shared-use facility meet recommended standards? | 5.14 | | ✓ | | See 1.3.1. |
| 1.3.10 | Does the treatment of the cycle track/shared -use facility at minor junctions meet recommended approaches? | 5.15 | ✓ | | | Appropriate VRU crossings will be provided. |

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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|--------|--|----------|-----|----|-----|---|
| 1.3.11 | Does the alignment of the cycle /shared-use facility meet recommended standards? | 5.16 | | ✓ | | Proposed alignment geometry generally meets DMRB standards. However, at turns along the route (e.g. junctions), alignment criteria has not been followed. Cyclists will be expected to slow down to 10kph. Furthermore at sections 1F2 and 1G2 approach gradients to the proposed bridge are 1 in 8, steeper than 1 in 12 standard. This cannot be avoided without significant environmental impact and 1 in 8 gradients have been used in other schemes, for example NCN routes in Bristol and Derbyshire. |
| 1.3.12 | Do the cycle track-carriageway entry/exit arrangements meet recommended standards? | 5.17 | | | ✓ | n/a |



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STAGE 1 – PRELIMINARY DESIGN/ DRAFT PLANS

1.4. At Grade Crossings - Controlled and Uncontrolled

| Page No. | | S&G Ref. | Yes | No | N/A | Comments |
|----------|-------|---|-----|----|-----|----------|
| 81 | 1.4.1 | Is the type of crossing facility appropriate and are crossing facilities conveniently located? | 6.1 | | ✓ | n/a |
| | 1.4.2 | Are crossings of an adequate width for the volume of pedestrians (and cyclists if appropriate)? | 6.2 | | ✓ | n/a |
| | 1.4.3 | Are users able to cross without undue delay? | 6.3 | | ✓ | n/a |
| | 1.4.4 | Is the visibility at crossing points adequate? | 6.4 | | ✓ | n/a |
| | 1.4.5 | Are waiting areas of an adequate size and does the layout of any central refuge meet recommended standards? | 6.8 | | ✓ | n/a |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-----------------|---|----------|-----|----|-----|----------|
| Page 8 2.4.6 | Does the level of provision of dropped kerbs meet recommended standards? | 6.6 | | | ✓ | n/a |
| 2.4.7 | Does provision of raised or priority footway/cycleway crossings meet recommended standards? | 6.7 | | | ✓ | n/a |
| 1.4.8 | Does the design of signalised crossing points accord with best practice? | 6.10 | | | ✓ | n/a |



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STAGE 1 – PRELIMINARY DESIGN/ DRAFT PLANS

1.5. Grade Separated Crossings- Includes underpasses and bridges

| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|--|----------|-----|----|-----|----------|
| 1.5.1 | Could a more convenient and safe at grade crossing facility be provided? | 7.1 | | | ✓ | n/a |
| 1.5.2 | Could the forward visibility and level of surveillance be improved? | 7.2 | | | ✓ | n/a |
| 1.5.3 | Are ramps <i>and</i> stairs provided on both sides of the bridge/underpass? | 7.3 | | | ✓ | n/a |
| 1.5.4 | Do ramp specifications for the bridge/underpass meet recommended standards? | 7.4 | | | ✓ | n/a |
| 1.5.5 | Do stair specifications for the bridge/underpass meet recommended standards? | 7.5 | | | ✓ | n/a |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|--|----------|-----|----|-----|----------|
| 1.5.6 | If the facility is shared –use is adequate segregation provided? | 7.6 | | | ✓ | n/a |
| 1.5.7 | Do the dimensions of the bridge meet recommended standards? | 7.7 | | | ✓ | n/a |
| 1.5.8 | Do the dimensions of the underpass meet recommended standards? | 7.8 | | | ✓ | n/a |

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STAGE 1 – PRELIMINARY DESIGN/ DRAFT PLANS

1.6. Off-Road Paths - Including Canal Towing Paths

| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|---|-------------|-----|----|-----|--|
| 1.6.1 | Could the forward visibility of the path and level of surveillance be improved? | 5.16 8.1 | | ✓ | | Suitable forward visibility has been provided. |
| 1.6.2 | Could legal use be extended to other non-motorised users? | 8.2 | | ✓ | | The scheme currently allows all non-motorised users to use. |
| 1.6.3 | Where path is shared use is adequate segregation provided? | 5.13 | | | ✓ | This is a shared use path with no segregation. |
| 1.6.4 | Is the proposed surface suitable for all users? | 8.3 | ✓ | | | Type 1 sub-base is suitable for all users. |
| 1.6.5 | Do widths meet recommended standards? | 5.14 | ✓ | | | Yes – all sections are minimum 3m wide. The bridge is 2.5m wide which is suitable for the expected level of use. |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|---|----------|-----|----|-----|---|
| 1.6.6 | Do road crossings and carriageway entry/exit arrangements meet recommended standards? | 5.15 | ✓ | | | Appropriate VRU crossings will be provided. |
| 2.6.7 | Is appropriate landscaping provided? | 5.12 | | | ✓ | n/a |

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STAGE 1 – PRELIMINARY DESIGN/ DRAFT PLANS

1.7 Modal Interchanges –Including bus stops and stations, cycle parking and car parking for disabled people

| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-------|---|----------|-----|----|-----|----------|
| 1.7.1 | Is adequate shelter and seating provided at modal interchanges? | 9.1 | | | ✓ | n/a |
| 1.7.2 | Are raised kerbs provided at bus stops? | 9.2 | | | ✓ | n/a |
| 1.7.3 | Does the width of the footway at bus stops meet recommended standards? | 9.3 | | | ✓ | n/a |
| 1.7.4 | Are accessible facilities for timetable information provided? | 9.4 | | | ✓ | n/a |
| 1.7.5 | Does the location and amount of cycle parking meet recommended standards? | 9.7 | | | ✓ | n/a |
| 1.7.6 | Does the type of parking device meet recommended standards? | 9.8 | | | ✓ | n/a |



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| No. | | S&G Ref. | Yes | No | N/A | Comments |
|-----|---|----------|-----|----|-----|----------|
| 7.7 | Are there an adequate number of disabled parking spaces with access to local amenities? | 9.9 | | | ✓ | n/a |



**OXFORDSHIRE COUNTY COUNCIL
(ARDINGTON, LOCKINGE, EAST HENDRED AND
WEST HENDRED - ICKNIELD WAY BYWAY)
(PROHIBITION OF MOTOR VEHICLES AND CARRIAGES) ORDER 20****

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above order under the Road Traffic Regulation Act 1984 and all other enabling powers. The Icknield Way is partly a BOAT (Byway Open to all Traffic) and a Restricted Byway, and between Wantage and Harwell forms part of the Science Vale Cycle Network.

The order seeks to regulate pedestrian traffic and classes of vehicle considered appropriate to use the rights of way as they are improved. The aim therefore is to **prohibit** use by Motor Vehicles and in part horse-drawn carriages between Lockinge and East Hendred.

The sections of byway run from the junction with Well Street, Lockinge (map ref. SU4329 8749) to the junction with Newbury Road, East Hendred (map ref. SU4601 8782). BOAT numbers: 285/8/10, 108/12/10, 108/12/20, 403/9/30, 403/9/40, 403/9/50, 403/9/60, and RB number: 199/17/10

Use will continue to be permitted for pedestrians, cycles, horses, disabled persons wheelchairs and powered mobility conveyances, and for access by agricultural land users, highway maintenance vehicles and refuse collection. Appropriate signage will be displayed at all access points to inform byway users.

Documents giving more details of the proposals are available for public inspection online by visiting: <https://consultations.oxfordshire.gov.uk> or in person at County Hall, Oxford, OX1 1ND, between 9am and 4.30pm Monday to Friday; and at Wantage Library, Stirlings Road, OX12 7BB, from 9am to 8pm Monday & Friday, 9am to 5.30pm Tuesday & Wednesday, 9am to 1pm Thursday, and from 9am to 4.30pm Saturday.

Objections to the proposal, specifying the grounds on which they are made and any other representations should be sent in writing to the address below no later than **Friday 13th September 2019**. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Traffic and Road Safety Team (Ref.CM.12/6/108), for the Director for Community Operations, Oxfordshire County Council, County Hall, New Road, Oxford, OX1 1ND.



**OXFORDSHIRE COUNTY COUNCIL
(ARDINGTON, LOCKINGE, EAST HENDRED AND
WEST HENDRED - ICKNIELD WAY BYWAYS)
(PROHIBITION OF MOTOR VEHICLES AND CARRIAGES) ORDER 20****

STATEMENT OF REASONS

The County Council continues its responsibility for the provision of convenient and safe movement of vehicles and other traffic, and the proposed measure is aimed at ensuring that danger is minimised whilst considering the needs of the locality, different classes of traffic and the use to which byways are put.

The Council is complying with various sections of the Road Traffic Regulation Act 1984 (as amended) with particular reference to Section 3 (permanent prohibition of motor vehicles) and Section 122 (convenient and safe use of byway).

It is intended, to exclude part of the Icknield Way for use by mechanically propelled vehicles and horse carriages, and to exclude part for use by mechanically propelled vehicles only, and in order to do so the following matters have been considered:

1. The Icknield Way between Wantage and Harwell forms part of the Science Vale Cycle Network which is a range of infrastructure measures to improve cycling access funded through the Local Enterprise Partnership. It is intended that the route is designated, improved and promoted as a named cycle, walk and horse-riding facility suitable for leisure, commuting, recreation and tourist use. As this route is being promoted as a safe facility it is not compatible to share the byway with mechanically propelled vehicles or in some part carriages.
2. The route's sections on public rights of way are to be constructed as a new unsealed surfaced 2.5m to 3.6m wide track that fits in with the surrounding North Wessex Downs Area of Outstanding Natural Beauty landscape and land managing interests. Such construction is not well-suited with motor vehicle usage.
3. Due to the limited width and gradient issues on the constructed sections of the route, shared use is not considered safe or appropriate. Creating a turning area at the field side and/or expecting carriages or motor vehicles to reverse back along the BOAT section is likewise not considered safe or appropriate.

4. Gated/bollard access will be preserved for occasional farm vehicle access to the adjacent fields and highway authority maintenance.

Detailed documents accompany this form.

Date: 15 August 2019

Traffic and Road Safety Team,
for the Director for Community Operations
Oxfordshire County Council
County Hall,
New Road
Oxford,
OX1 1ND

Road Traffic Regulation Act considerations:

- ¹ Section 1 (1) (a) Road Traffic Regulation Act 1984 (avoid danger)
- ² Section 1 (1) (b) Road Traffic Regulation Act 1984 (avoid damage to byway)
- ³ Section 1 (1) (c) Road Traffic Regulation Act 1984 (facilitate passage for users)
- ⁴ Section 1 (1) (d) Road Traffic Regulation Act 1984 (unsuitable road for traffic use)
- ⁵ Section 1 (1) (e) Road Traffic Regulation Act 1984 (preserve character of byway)
- ⁶ Section 1 (1) (f) Road Traffic Regulation Act 1984 (improve effect on local amenities)

**OXFORDSHIRE COUNTY COUNCIL
(ARDINGTON, LOCKINGE, EAST HENDRED AND
WEST HENDRED - ICKNIELD WAY BYWAYS)
(PROHIBITION OF MOTOR VEHICLES AND CARRIAGES) ORDER 20****

The Oxfordshire County Council ("the Council") in exercise of its powers under Sections 1(1), 2(1), 2(2), 3(1) & (2) and 4 and 122 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, make the following Order.

1. This order may be cited as The Oxfordshire County Council (Ardington, Lockinge, East Hendred and West Hendred - Icknield Way Byways) (Prohibition of Motor Vehicles and Carriages) Order 20** and shall come into force on the day of 20**.
2. (1) Any reference in this Order to any enactment (meaning any act and any subordinate legislation as defined in the Interpretation Act 1978) shall be construed as a reference to that enactment as amended or replaced by any subsequent enactment.

(2) Words importing the masculine gender shall also include the feminine gender and words in the singular include the plural and vice versa.

(3) The restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any other enactment.
3. Save as provided in article 5 of this order no person shall, other than with the consent of a council or a police officer in uniform, cause or permit any motor vehicle or carriage of any description to proceed in any of the lengths of BOAT (Byway Open to All Traffic) specified in Part A of the Schedule to this order.
4. Save as provided in article 6 of this order no person shall, other than with the consent of a council or a police officer in uniform, cause or permit any motor vehicle to proceed in any of the lengths BOAT and Restricted Byway specified in Part B of the Schedule to this order.
5. The Council is satisfied under Section 3(1) & (2) of the Road Traffic Regulation Act 1984 (as amended) that:
 - (1) for avoiding danger to or preventing the likelihood of danger to persons using the byway
 - (2) for preventing damage to the byway
 - (3) for facilitating the passage of non-motorised traffic
 - (4) for preserving or improving the amenities of an area by restricting or prohibiting the use of certain classes of vehicles,it is requisite that motor vehicles and (as appropriate) carriages are prohibited from using the lengths of Byways.

6. Nothing in article 3 or 4 of this order shall apply to a vehicle:
- (1) Which is a cycle or electrically assisted cycle;
 - (2) Being used by the Police, Ambulance or Fire Service in the course of their duties;
 - (3) Being used by local or County authorities to undertake statutory duties for the purposes of highway maintenance, improvement or refuse collection;
 - (4) Which is a wheelchair, or similar conveyance powered by any means for use by a disabled person or persons.

GIVEN UNDER the Common Seal of the Oxfordshire County Council

dated this day of 20**.

SCHEDULE

Icknield Way Part A

Lengths of BOAT where Motor Vehicle & Carriage Drivers are Prohibited

No.285/8/10 from the junction with Well Street, Lockinge, eastwards through Ardington No.108/12/10 and 108/12/20 through No.403/9/30 to the junction with Ginge Road, West Hendred.

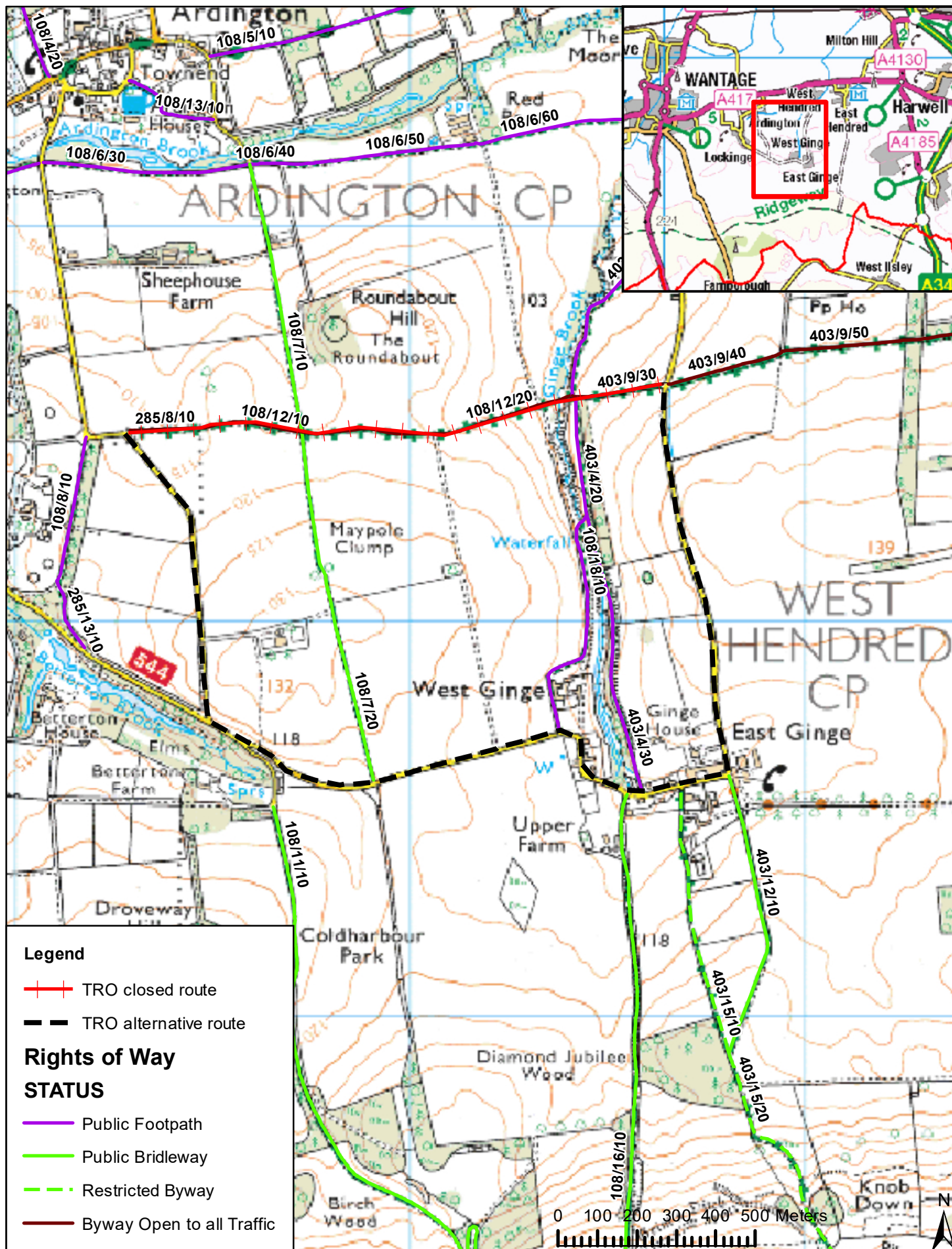
Part B

Lengths of BOAT and RESTRICTED BYWAY where Motor Vehicle are Prohibited

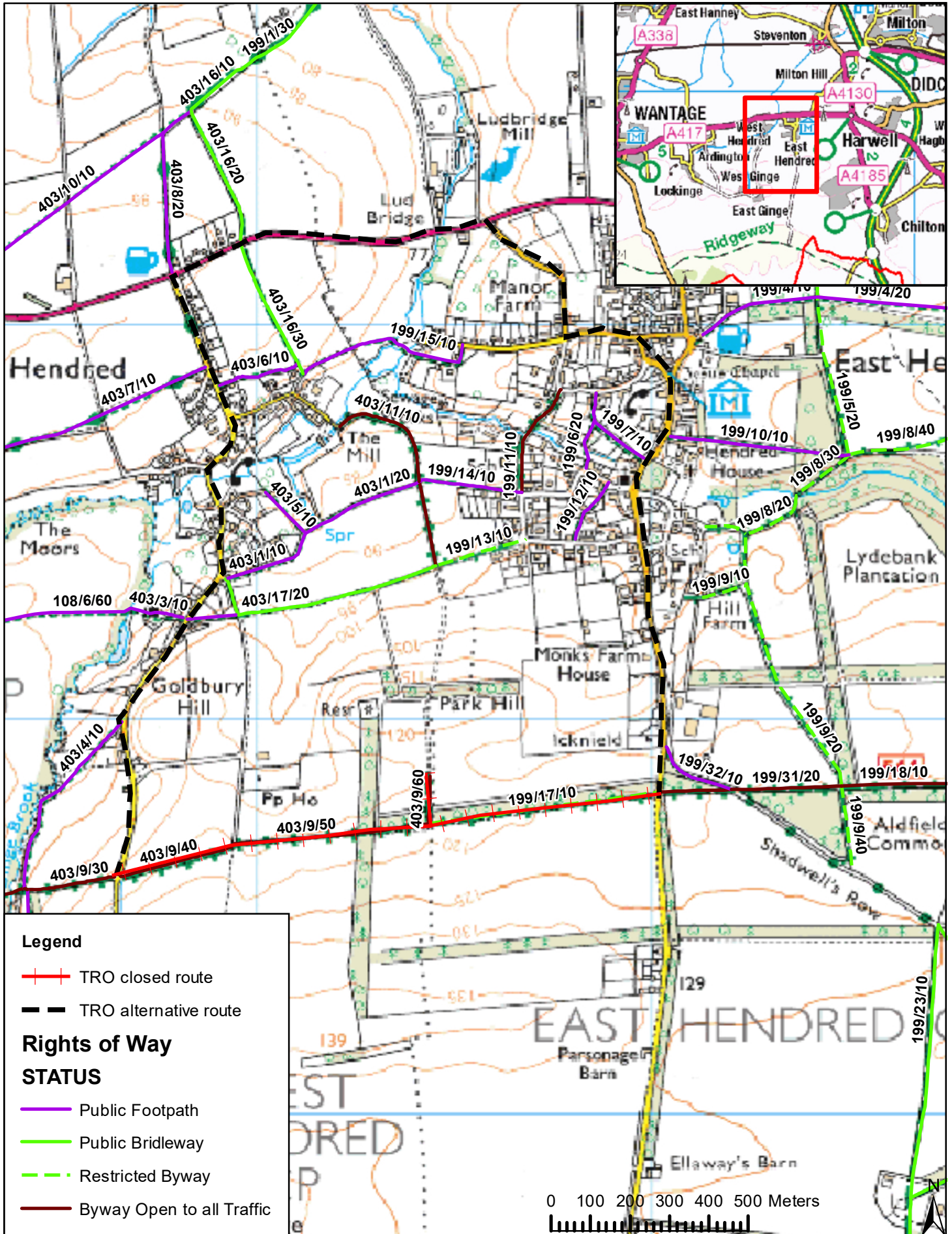
BOAT No.403/9/40 & 403/9/50 & 403/9/60 West Hendred eastwards through RESTRICTED BYWAY No.199/17/10 East Hendred to the junction with Newbury Road.

THE COMMON SEAL of
THE OXFORDSHIRE COUNTY COUNCIL
was hereunto affixed in the presence of:

Director of Law & Governance / Designated Officer



Proposed Permanent Traffic Regulation Order Mechanically Propelled Vehicles
West Hendred BOAT 403/9 and East Hendred restricted byway 199/17.



**OXFORDSHIRE
COUNTY COUNCIL**

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| RESPONDENT | CONSULTATION RESPONSE |
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| <i>Written Responses</i> | |
| (1) Thames Valley Police (Traffic Management) | No objection – in line with comments made in the previous informal consultation. |
| (2) Vale of White Horse District Council (Planning) | No comment |
| (3) East & West Hendred Parish Council | Support – Both East and West Hendred replied in support of this proposal during the informal consultation, and both Parish Councils continue to strongly support the proposal. |
| (4) Trailriders Fellowship | Object - <i>See Annex 6</i> |
| (5) British Horse Society | Object (re carriage driving restriction)- <i>See Annex 7</i> |
| (6) Green Lane Association | Object – It is noted that the Council accepts that it has a responsibility to ensure the safe movement of both vehicles and other traffic. The Council also has a duty under Section 130 of the Highways Act 1980 to protect and assert the rights of all users, which of course includes those rights in respect of vehicular users. It may be argued that the prohibition of vehicles on the eastern section of the route, which is only partially accessible to MPVs due to part of it having the status of a Restricted Byway, is reasonable in consideration of the objectives of the project as a whole and the likely level of vehicular use on this section of the Byway. However, the prohibition of vehicles over the western ‘through route’ section of the Byway requires more imaginative consideration rather than the blunt approach adopted which is to simply remove historical vehicular rights as it is the cheapest option available and will only affect a minority group. |

As the Council has acknowledged it does have a duty to protect and assert the rights of all users including those in vehicles. It is noted that the Council accepts that it caused an obstruction of the route to vehicles through the provision of an unsuitable bridge at Ginge Brook, whilst this is regrettable it is not insurmountable. I imagine that the Council has already spent many hours and much money in the creation of a network of routes that on the whole benefit only certain classes of user, namely walkers, cyclists and horse riders. Consequently, in the interest of all users including those in vehicles, it is not unreasonable to seek the removal of an unlawful obstruction (a bridge) to the free passage of vehicular traffic. Having achieved that the Council can then apply itself to the problem in hand and resolve this by either replacing the bridge with a suitable multi user bridge or alternatively provide a separate bridge for the use of walkers, cyclists and horse riders, located to one side of the crossing point, and then construct or reinstate a ford to allow the passage of vehicular traffic.

With the creation of a new right of way as part of Route 1, the route leading north from the Byway towards Red Barn, there remains only a short section of Byway that would coincide with the proposed new 'cycle' route. Although I have not visited the site I have been provided with photographs and I would submit that there is an opportunity for the Council to accommodate safe passage for all users along this relatively short section of Byway. As previously discussed, there are a number of options open to the Council, the current approaches to the crossing and the bridge itself are, I understand, inappropriate for horse or cycle use and will have to be reengineered in order to make them suitable, the need for this having already been identified. Consequently, there exists an opportunity for the Council to demonstrate both its commitment and duty to all users and to revise these works in order to accommodate vehicular traffic as well. The remainder of the route to its junction with Ginge Road appears to be wide enough to allow adequate provision for, or segregation of, all users.

Alternatively, and arguably more appropriately, the Council could use its powers under Sections 25 or 26 of the Highways Act 1980 and either enter into an agreement with the relevant landowner(s) to create a right of way running alongside the existing Byway as far as the proposed new right of way leading North towards Red Barn or, in failing to reach such an agreement, to simply create one. The case for such a creation having already been made by the objectives of the SVCN project. This course of action would have the benefit of providing segregated and safe access for walkers, cyclists and horse riders, whilst allowing the continued use of the Byway for vehicular users.

In conclusion, I would submit that the Council has failed to clearly demonstrate that sufficient effort was given to comply with its duty to protect and assert the rights of users and in particular those in vehicles. Instead, it has chosen to use the cheapest option and deploy a blunt instrument in order to prohibit those users it simply finds inconvenient to accommodate.

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| (7) Oxfordshire Trail Rider Fellowship | <p>Object</p> <p>On behalf of the Oxfordshire Trail Rider Fellowship (OXTRF), I wish to formally submit our objection to the proposed Icknield Way Byways TRO (Ardington, Lockinge, East and West Hendred). Our objection is specifically directed towards the planned restriction of motorbikes on the Byways Open to All Traffic (BOAT) in question.</p> <p>Although OXTRF supports any plans to encourage the general public to enjoy the countryside and the Public Right of Way (PROW) network, and in principle has no problem with the proposed promotion of a safe cycle, walk and horse-riding facility, we cannot condone any plans that take away existing PROW user rights.</p> <p>In our opinion, there is no need to ban motorbikes from the existing BOATs even if, as a promoted facility, these trails become more attractive to non-MPV (Mechanically Propelled Vehicle) users. After all, the trails in question are already legally classified as BOATs, and thus by definition intended to be safely and respectfully shared by all the different kinds of user, non-motorised and motorised.</p> <p>You argue that people may not want to use the new route if there is a possibility they may encounter motorised traffic on it. This is a peculiar statement, as nearly 25% of the route is actually planned along public roads (the total proposed route being just over 8km long, including a 1.8km total of public road section). Surely the possible extra 325m of the Lockinge byway, which the cycle route users would have to share with the occasional motorbike, is not going to be the dealbreaker. Although the West Hendred Byway is longer (around 680m), the chances of any one ever meeting a motorbike here are virtually non-existent; trail riders rarely ever use this dead-end byway.</p> <p>You also state it would not be safe for non-MPV users to share the new route with motorcycles. Your documents refer to the narrowness of the track and Ginge Brook bridge, the damage MPVs can cause to local farming and the speed and noise of our motorbikes.</p> <ul style="list-style-type: none"> • You claim the present byway's width of 3.6m is 'sub-optimal for motorcycles to safely pass cyclists, equestrians and pedestrians... on a stone surfaced byway', and that the new trail should be 4.5m wide minimum 'to allow for two-way traffic including mechanically propelled vehicles such as 4x4s'. Although 4.5m may be the recommended width to safely allow 4x4 traffic, these figures are irrelevant when it comes to motorcycles. Motorcycles do not occupy any bigger space than a large mountain bike or small horse. Additionally, most byways are much narrower than even the 'sub-optimal' 3.6m, and still motorbikes and non-MPV users manage to share them successfully, without incident. • The bridge over Ginge Brook however is a different matter and we appreciate the width of it may be the biggest obstacle regarding shared MPV/non-MPV use. Whilst we understand that allowing 4x4 would have serious implications on the design and cost of the bridge, trail riders would be able to safely share a 2.5m wide bridge with walkers and cyclists without any such issues. When it comes to shared use with horses, however, no trail rider would ever want to be on that |
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| | <p>bridge at the same time as a horse, not even if the bridge width were to be within the guidelines for a 'larger bridge structure'. Horses can be unpredictable, and we respect them and their riders too much to put them in a potentially dangerous situation. And although most/all trail riders would automatically wait for any horse to get off the bridge before crossing it themselves, we would have no problems with the installation of official signs indicating non-MPV user priority.</p> <ul style="list-style-type: none"> • The WSP safety assessment states that 'at bridges the Sustrans minimum recommended unsegregated width for cyclists and pedestrians is 3.5m'. Add to this the Highways Agency 'Design Manual for Roads and Bridges' statement that on equestrian routes, 'Where horses are expected to pass, a minimum width of 3.0m should be provided' (Volume 6, Chapter 7, paragraph 7.11), then it would appear that the new Ginge Brook Bridge with a width of 2.5m does not meet the Sustrans and Highways Agency minimum specification required for equestrian use. If this is the case, then the problem of motorcycles and horses meeting each other on the bridge becomes irrelevant, as the bridge is not suitable for equestrian use. • There was also the argument that banning MPV use will 'improve conditions for local farming where the use of motor vehicles by members of the public can damage existing field areas and exacerbate drainage and water ponding problems'. As the 2 byways in question have absolutely no history of any problems due to motorcycle use and as they are in 'reasonable state of repair' (both claims confirmed by the OCC itself), it is not really clear what relevance this argument has regarding a TRO for motorcycles. • Yes, motorcycles can indeed go relatively fast and yes, there is always a 'potential' for motorcycles to travel along these byways at inappropriate speeds, but most of us are responsible PROW users and ride at speeds which are safe and appropriate (and in accordance with TRF guidelines). When we meet other PROW users, we are courteous enough to slow down, and even sometimes switch off our engines, especially for horses. There is a big difference between our 'potential' and 'actual' behaviour, and respect for others is at the heart of the TRF. • We appreciate that we are noisier than a cyclist, horse or walker. But still, as 1/4 of the route is on public roads anyway, where cars and motorbikes are to be expected, the extra 325m and 682m of byways that the 'cycle' route users would occasionally have to share with our noisy bikes, will make little difference to their overall experience. <p>Unfortunately, many of your other arguments accuse trail riders of general irresponsibility and disregard for the law.</p> <ul style="list-style-type: none"> • Your documents claim that the improved surface of the cycle path will not only make us increase our speed, ignoring the fact that most of us are considerate byway users, but it would also 'substantially' increase motorcycle use. We would counteract that. Firstly, the increased non-motorised use of the trail would make us slow down, and secondly, that the sanitisation of these trails is actually a reason why many of us would avoid them, especially as they do not easily link up with other byways. The OCC is making an ungrounded and erroneous assumption. |
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- Your documents also argue that trail riders cannot be allowed on the Lockinge BOAT part which is NOT part of the Cycle Route (hence the TRO for the whole byway), simply because we cannot be trusted to respect the TRO once it becomes part of the cycle route. Claiming we would wilfully ignore a TRO is rather insulting. Most motorbike trail riders do not break the law and those that do so knowingly will no doubt continue to do so, whether or not part or the whole of the byway gets restricted. Just as a reference, the West Hendred byway of the consultation has been a dead-end byway for a long time and there is no evidence that trail riders deliberately break the law here and continue on the Restricted Byway part of this track. There is absolutely no reason to assume we would act any different with any other dead-end byways, present, or future, and wilfully break the law.
- Related to this last point, you also put forward the argument that if the non-cycle route part of the Lockinge byway were to be kept open, there would be no provision for MPVs to turn around near the Ginge Brook/cycle route meeting point. This may be true for 4x4 (and has always been so due to the steep banks of the brook), but this does not apply to motorbikes. The whole of the Lockinge byway is actually wider than many other byways in the country, definitely more than wide enough to turn a bike around safely within the confines of the byway and without having to causing damage to its surface or verges.

It is extremely disappointing that the OCC and its associates base some of their arguments for a TRO on ungrounded accusations and assumptions. The supplied documents show that the OCC does not trust motorcyclists to do the right thing and accuses us, not of proven, but potential unsocial and unlawful behaviour, ignoring the fact that respect for non-MPV PROW users, as well as adhering to the law, is of the utmost importance to trail riders. It would appear that impartiality, objectivity and respect have become victims in this quest for a MPV-free cycling route.

Byways Open to All Traffic are a precious commodity in Oxfordshire. They are protected by law to allow a small group of the community to enjoy the countryside by means of a mechanically propelled vehicle. Especially for motorcycle riders this is an extremely valuable commodity; we are after all vulnerable road users (as traffic incident statistics show), and BOATs give us the opportunity to exercise our hobby and have fun in the countryside in a relatively safe manner, away from busy roads and fast moving traffic. The proposed alternative routes for MPVs, suggested by this TRO, guide us onto the A417. We cannot state strongly enough that making our often smaller engined bikes join such a busy road is frankly irresponsible.

Trail riding is a valuable recreational activity, and we at OXTRF expect the OCC to protect our legal right of access to the countryside. Rather than trying to find reasons to ban motorbikes, it should be the OCC's priority to find ways for **all** to safely share the byways - even if these byways are improved to become more attractive to non-MPV users. The only valid problem is, in our opinion, the crossing of the Ginge Brook Bridge **if** horses are allowed to cross it when its width is sub-optimal for equestrian use. Horses and bridges are delicate combinations, and no trail rider would deliberately chose to be on that bridge when there is a horse on it too. Installing signs, advising priorities regarding the crossing of Ginge Brook, is a simple solution, but one that would work and get the full support of the trail riding community.

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| <p>(8) Green Lanes Environmental Action Movement</p> | <p>Support –</p> <p>I am writing to express GLEAM’s support for the prohibition of motor vehicle use of this byway open to all traffic (BOAT) and restricted byway in the proposed Traffic Regulation Order (TRO).</p> <p>GLEAM was founded in 1995 to campaign for changes in the law of England and Wales to stop off-road drivers damaging or destroying green lanes, and for the rights of walkers, horse riders, pedal cyclists, carriage drivers and the disabled to use green lanes (highways not sealed with tarmac or concrete) without danger, difficulty and inconvenience.</p> <p>We provide some evidence below to support the Road Traffic Regulation Act (RTRA) considerations which you give in your statement of reasons.</p> <p>RTRA section 1(1)(a) “<i>for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising</i>”</p> <p>A video made by a motorcyclist in 2012 of his and two other motorcyclists’ use of the BOAT section of this route (https://www.youtube.com/watch?v=pBrp-JXzUxI&list=PL83EC16F3B38A4913&index=4&t=0s) shows, at 1 minute 33 seconds, a pedal cyclist having to stop and move on to the verge to avoid a collision with the motorcyclists. The video lasts for 3 minutes 28 seconds and the length of the BOAT section of the route is 1.35 miles, which means that the motorcyclist making the video was travelling at an average speed of 23 miles per hour.</p> <p>This video indicates that motorcycle use of the route is likely to be dangerous for non-motorised users, because of the speed at which motorcycles travel on it and because of the narrowness of the route in some places. Horse riders and less agile walkers and cyclists are especially susceptible to the dangers of sharing such a route with motorcyclists.</p> <p>We note that one of the responses to your informal consultation said that “<i>the bank after the brook</i> [i.e. the bank east of Ginge Brook] <i>is too steep for 4x4s without using a winch</i>”. You commented that it is not acceptable for the use of a winch to be necessary in close proximity to non-motorised users. We agree that this indicates it is not safe for cars to share the route with non-motorised users.</p> <p>RTRA section 1(1)(b) “<i>for preventing damage to the road...</i>”</p> <p>We provide two photos, the first showing the crossing of the Ginge Brook and the second the restricted byway section of the route.</p> |
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| | <p>The first shows motorcycle ruts on the BOAT on either side of the bridge and mud deposited on the bridge by motorcycles. If it is argued that agricultural vehicles have damaged the route, we comment that the restricted byway section appears to have little or no damage from such vehicles.</p> <p>RTRA section 1(1)(c) <i>“for facilitating the passage on the road of any class of traffic (including pedestrians)”</i></p> <p>It is clear, from the video and the first photo referred to above, that some non-motorised users are likely to be deterred from using the route because of the risk of encountering motor vehicles and the damage caused by motor vehicles. Allowing motor vehicles to continue to use the route when most of it becomes part of the Science Vale Cycle Network would be contrary to the primary aim of the Science Vale Cycle Network project <i>“to improve routes for cyclists and pedestrians and to make cycling a more attractive choice”</i>¹. Prohibiting motor vehicle traffic would facilitate the route’s use by cyclists and pedestrians (and horse riders).</p> <p>RTRA section 1(1)(d) <i>“for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road....”</i></p> <p>The motorcyclist who made the video referred to above notes that the route is <i>“unsuitable for cars”</i>. We comment that the route is also unsuitable for motorcycles because of the danger discussed above.</p> <p>RTRA section (1)(1)(e) <i>“for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot”</i></p> <p>The route has the character of a tranquil green lane, allowing non-motorised users to take exercise and enjoy the countryside away from the tarmac roads. If motor vehicles are not prohibited this character will continue to be affected by the noise, damage and danger they cause.</p> <p>RTRA section (1)(1)(f) <i>“for preserving or improving the amenities of the area through which the road runs”</i></p> <p>Prohibiting motor vehicles would enhance the amenities of the route for non-motorised users. They will be able to appreciate the natural beauty and tranquillity of the area without having to worry about encountering motor vehicles. The route is in North Wessex Downs Area of Outstanding Natural Beauty (AONB), whose current management plan cites <i>“irresponsible use of the rights of way network by motorised vehicles”</i> as one of the key issues affecting the leisure and tourism amenities of the area.</p> |
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¹ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/science-vale-cycling-network>

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| | <p>We point out that, because this route is in an AONB, you could make the TRO for the reasons of “<i>conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation ... in the area</i>” (section 22(2) RTRA). The latter two reasons are consistent with the benefits of the Science Vale Cycling Network, to “<i>make Science Vale a more attractive place to live and work</i>” and “<i>provide better routes to encourage more people to switch from cars to cycling and walking</i>”.</p> <p>We note that, although your statement of reasons cites sections (1)(1)(a) to (f) RTRA as the considerations for making the proposed order, paragraph 5 of your draft order attributes the reasons for the order to sections 3(1) & (2) RTRA. We think this attribution is incorrect, and that paragraph 5 should refer to the considerations in your statement of reasons i.e. sections (1)(1)(a) to (f) RTRA.</p> <p>You mention section 122 RTRA implicitly in the first paragraph and explicitly in the second paragraph of your statement of reasons. We think it is worth commenting on this section in the context of this route, because it is one that has been used in legal challenges by the Trail Riders Fellowship (TRF) and the Green Lane Association to TROs. In the most recent challenge (by the TRF to Hampshire County Council) Lord Justice Longmore summarised “<i>the approach which should be adopted by traffic authorities in considering whether to make a TRO</i>”, saying that:</p> <p>“1) <i>the decision-maker should have in mind the duty (as set out in section 122(1) of the 1984 Act) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable;</i></p> <p>2) <i>the decision-maker should then have regard to factors which may point in favour of imposing a restriction on that movement; such factors will include the effect of such movement on the amenities of the locality and any other matters appearing to be relevant which will include all the factors mentioned in section 1 of the 1984 Act as being expedient in deciding whether a TRO should be made; and</i></p> <p>3) <i>the decision-maker should then balance the various considerations and come to the appropriate decision.</i>” ²</p> <p>We comment that the through BOAT section of the route is not an expeditious, convenient or safe route for cars, because the bank east of Ginge Brook makes it impossible for cars to use without a winch. Your consultation plan shows that there is an alternative route on tarmac minor roads between the ends of the through BOAT section, which is likely to be as expeditious for motorcycles as the BOAT. The section which is part BOAT and</p> |
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² <https://www.bailii.org/cgi-bin/format.cgi?doc=/ew/cases/EWCA/Civ/2019/1275.html>, paragraph 40

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| | <p>part restricted byway is not an expeditious route for motor vehicles because they are not allowed to use the restricted byway part.</p> <p>We further comment you have to balance the amenity for motorcyclists of this route against the amenity for non-motorised users (including new users attracted by its inclusion in the Science Vale Cycle Network) of having a route which is expeditious, convenient and safe for non-motorised use because motor vehicles are prohibited.</p> <p>We note that the map of the Science Vale Cycle Network on your website which shows the status of the Phase 1 programme at July 2019 says that a new bridge/ramps are planned for the crossing of Ginge Brook as part of the project. We wondered if the new bridge would be wide enough for horse-drawn vehicles, and if so, horse-drawn vehicles could be excluded from the proposed prohibition of traffic.</p> |
| (9) Natural England | <p>No comment – Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. This proposal does not impact on designated sites or protected landscapes and therefore Natural England have no comments.</p> <p>The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes</p> |
| (10) Vodafone | No objection |
| (11) As an individual (Alton) | <p>Object – I have been using this byway on my motorcycle for nearly 30 years and in all this time I have never had a problem with other users, not that I ever see many, I would also point out my bikes have always been both quiet and road legal and that while every user causes some sort of wear and tear, a motor cycle on its rubber tyres probably cause less damage than a horse.</p> |

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| (12) As an individual (unknown) | <p>Object – On 5th July, I made a site visit to this right of way, where there is a steep incline down to the Ginge Brook. I had been alerted to the notice of prohibition of non-motorised vehicles via the British Horse Society and as a carriage driver, I was asked to go along with a group of other equestrians to give my opinion as to whether this slope was drivable with a carriage.</p> <p>The answer is yes, it is drivable. However, carriage drivers are a sensible lot and don't want to damage themselves, their horses, or the rights of way. I think we would not drive it in its current state in bad weather (would be too slippery and also further damage the going, which is poor in any case).</p> <p>However, forgetting weather conditions for the moment, if the slope was considered too steep, there is the option of driving it the other way around, so that you would be driving uphill. This is safer for the horses and the carriage and is perfectly doable.</p> <p>While on site we met a cyclist, who was about to cycle down the slope. He was an experienced cyclist and used the route for commuting (to Harwell) and pleasure. We asked him what he thought of the slope and said it was very tough and would not be for the fainthearted cyclist or an inexperienced cyclist. He was very experienced and still found it a challenge.</p> <p>He also said that he understood changes were going to be made to the surface and the steep slope graded out and the whole section re-surfaced to enable ease of cycling on the route.</p> <p>If this were the case then carriage driving too, would be far easier. The fact that someone has deemed in their opinion (even though they may not carriage drive) that the slope is too steep is not a reason to prohibit the use of carriages on this route.</p> <p>Carriage drivers only have access to 5% of the RoW network in England. Please do not take more away from us, making it even harder for us to stay off the road to enjoy our sport. Yes, sport. Carriage driving is a growing sport, in the UK and internationally and we need somewhere to be able to exercise our horses and get them competition fit. We do not all own outdoor arenas, contrary to popular belief!</p> <p>Carriage drivers obey the rules of the road (and are covered by the Highways Act) the same way that motorised vehicle drivers are, it is just that our engine happens to be horsepower of the old-fashioned kind. We are polite and do not drive over people or cause accidents. There seems to be an impression that we could come into conflict with other RoW users and cause danger to them, but this is not the case, any more than two cyclists meeting at the brook</p> |
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| | crossing or cyclists meeting walkers. It is not a valid reason to stop carriage drivers. |
| (13) As an individual (unknown) | <p>Object – I would like to register my opposition to any such permanent TRO as a frequent and responsible recreational Trail rider (motorcycle).</p> <p>Obviously I'm a normal member of the public, I enjoy walking in the Countryside, with my family and my dog, and I also have many friends who are horse riders.</p> <p>As such, I ride a small low capacity, lightweight and quiet trail bike, as do all the friends that I ride with. If we do go out together, we keep groups sizes small, typically 2-3 friends.</p> <p>We are always aware, and courteous to other Byways users, often stopping, switching off engines, and talking with walkers, horse riders, and cyclists.</p> <p>Whilst I accept that recreationally 4x4's can cause damage to some surfaces, especially in the Winter. The footprint left by lightweight trail bikes, makes little or no impact, certainly less than a horse, or a tractor.</p> <p>I would prefer no user group to be impacted detrimentally by any TRO, but other Councils have made TRO's only active for vehicles with 3 wheels or more, or over a certain width. Thereby restricting the use by 4x4's but not trail bikes, not my preferred position, but potentially a compromise.</p> <p>My final thought is the ongoing convergence of electric bicycles, and trail bikes. Electric cycles are now faster and are heavier than standard mountain bikes, we surely will soon see the switch of use from petrol to electric motorcycles for many users. So, the differences between the two categories of vehicles will become increasing slight.</p> <p>The Countryside has always been and should remain accessible to all user groups. Historic rights of Way should not be overturned and restricted to benefit certain user groups over others, which I understand to be against Defra's documented Guidelines.</p> |
| (14) As an individual (Cookham Dean, Berkshire) | <p>Object – I write to object to the proposed TRO's on the byways in Ardington, West and East Hendred for the creation of a cycle route.</p> |

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| | <p>1. The proposed route already uses roads for around 25% of its length where cyclists share their passage with other road users. Cyclists should be capable of controlling their machines in all circumstances, especially when confronted with any form of traffic.</p> <p>2. The proposal is to the detriment of motorcycles who already have VERY limited access to rights of way which is against DEFRA guidelines which clearly state that no user group should benefit at the cost of another.</p> <p>3. I have used these byways on a motorcycle for many years and have never experienced any conflict with other users including horse riders, cyclists and walkers and always slow down, stop and cut the engine when appropriate to do so. Any suggestion that an improved surface would increase speed is unfounded as the same would be true on any surface.</p> <p>4. Any suggestion that motorcycles spoil the tranquillity of the countryside is again unfounded. Farm machinery make far more noise and cause a great deal more damage to rights of way than any motorcycle does!</p> <p>5. I suspect that some of the motivation for the proposal is that OCC have failed to maintain the bridge over the years which may need replacing and it would be cheaper for them not to have to do this to accept motor vehicles – again this is unacceptable and inappropriate behaviour on behalf of the council.</p> <p>6. Any suggestion that there would not be enough space for cyclists to pass a motorcycle is again unfounded as the widest part of the vehicle in both the case of a cycle and a motorcycle is the rider!</p> <p>Oxford CC and or selected individuals with it (and parish councils), have systematically attempted to stop motorcycles accessing byways for many years - this is simply the latest back door method of trying to do it. It is not acceptable that this minority of individuals abuse their position to further their personal agenda.</p> |
| (15) As an individual (unknown) | <p>Object – Such a shame that Oxfordshire countryside access is continually becoming not available for ALL but only for majority groups such as walkers, cyclists and pressure groups with their own agendas.</p> |
| (16) As an individual (Stanford in the Vale) | <p>Object – I wish to register my opposition to the suggested TRO on Ginge brook. I've used and enjoyed this byway for some years both as a walker and as a motorcyclist and know there is very little traffic on it, either on foot, hoof, bicycle or road tyre.</p> <p>I believe all can use this route without detriment to the others and the proposed TRO is unnecessary. I consider it</p> |

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| | inconsiderate and blinkered to exclude users of motorised vehicles who gain as much enjoyment as other users. |
| (17) As an individual (Baydon) | <p>Object – As a recreational motorbike rider, I object specifically against the planned banning of motorcycles on these Byways Open to All Traffic.</p> <p>Whilst it is praiseworthy that the OCC tries to encourage more people to enjoy the countryside, it is surprising to see that it would do so at the cost of extinguishing the PROW rights of MPV users, especially motorcycle users.</p> <p>Trail riding is a recreational activity, and through the creation of BOATs, the law has made very specific provisions for us to be able to enjoy the countryside in a safe manner. In Oxfordshire these provisions are already severely limited, and it is regrettable that, rather than supporting motorbikes on the PROW network, the OCC is now trying to even further reduce the Oxfordshire BOAT network, with little justification.</p> <p>The OCC states that safety issues are its main reason for banning motorcycles from the byways in question. After reading the documents supplied with the consultation, I understand the OCC bases this assessment on 2 main streams of thought:</p> <p>On the one hand, the OCC plans to build a 'cycle route' which would be too narrow to accommodate shared motorcycle and non-MPV use. This seems a feeble argument to me, as many byways in the country are much narrower than the byways in question, and still trail bikes manage to share those quite safely with other PROW users. The OCCs arguments regarding the byways in question may be valid for 4x4s, but when it comes to motorbikes, we need even less space than a small horse, weigh less and are often easier to control, so exactly why are these lanes too narrow to accommodate trail bikes?</p> <p>The proposal of a new bridge over Ginge Brook is interesting, as it appears to allow equestrian use, even if the specifications of this bridge are well below the British Horse Society recommendation which states that bridges longer than 8m should have a minimum width of 4m (BHS, Advice on Bridges, gradients and steps in England and Wales, p.1), and the Highways Agency recommendation that 'The minimum width of a footbridge for combined pedestrian/equestrian use shall be 3.5m' (Design Manual for Roads and Bridges, Volume 2, Section 2, Part 8, Point 12.8). If the council is willing to ignore these guidelines for horses, than surely it can make the same exceptions for small trail bikes, as again we are smaller than a horse, and infinitely more controllable.</p> <p>As an additional thought, I'm not sure any trail user would ever want to be on that bridge when there is a horse on it,</p> |

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| | <p>regardless of whether they are on their bike, bicycle or walking. Horses are after all animals and can easily be spooked. I would happily wait for any horse to cross that bridge first, before continuing myself, and am sure all my fellow riders feel the same.</p> <p>On the other hand, the OCC claims that motorbike riders are irresponsible (would ignore a TRO wilfully), inconsiderate (noise) and dangerous (speed), and that therefore they should not be allowed to share this new cycle route with non-motorised users. I cannot help but think that this whole line of thinking is based on prejudice, assumptions and exaggerations. In general, trail riders are extremely considerate to other PROW users. I, and at everyone I ride with, slow down whenever we meet others trail users, even coming to a standstill when appropriate. We only ride where we are allowed to ride, and make sure our bikes are completely road legal. We respect other BOAT users, and as we know we are fortunate to have such a brilliant commodity, are not in any hurry to jeopardise this wonderful privilege which is BOAT access. It is thus regrettable that your documents paint a picture which shows prejudice and intolerance, distorting the truth to achieve the aim of a MPV-free Route.</p> <p>If anything, I feel it is the OCC who is acting in an careless manner by suggesting that, as an alternative route, I should go on the busy A417. Surely this is not an acceptable alternative for small engine trail bikes! It is no secret that motorbike riders are vulnerable road users (RoSPA, Common motorcycle crash causes, November 2017), and suggesting little trail bikes should join such a busy road is totally irresponsible.</p> <p>The documents also state that making the track suitable for shared MPV/non-MPV use would increase the cost of the project beyond what it is willing to spend. If this is truly the case, why not improve the existing cycle route between Harwell and Wantage? It is only marginally longer than the new route, and would thus not negatively affect cycling commuters, and it is an equally lovely ride, away from main roads and thus perfect for family outings. The added bonus would be that the funds you save by not creating this new cycle route could be spent on improving Oxfordshire's public road network, which is in a truly abysmal state.</p> <p>I do appreciate any efforts to create a safe environment for non-MPV users to enjoy the PROW network, but not if this is achieved by taking existing rights away from trail riders. If anything, trail riders are quite happy to share the few routes we have with others. It is a shame the OCC does not adhere to this same sharing spirit. The OCC also has a responsibility towards us, and suggesting it is acceptable that vulnerable trail bike riders should join a dangerously busy road, is nothing short of a disgrace.</p> |
| (18) As an individual (unknown) | <p>Object – express my objection to the proposed closure to motorcycles of the above route, please do register my objection as I ride this route and will be forced to ride other routes as will others, those other routes will then suffer a</p> |

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| | <p>higher frequency of usage until as a result they are then closed too, if we follow to its natural concussion i will then only be able to ride to the bottom of my garden and back!</p> |
| (19) As an individual (Grove, Wantage) | <p>Object – Since moving to Oxfordshire in 2002, I have been using the Icknield Way as a walker, cyclist and trail rider. Never in those 17 years have I experienced any issues resulting from sharing the byway with other users.</p> <p>The arguments for the proposed Traffic Regulation Order make a lot of assumptions about me as a motorcyclist which I find rather insulting. They are implying that when I use the Icknield Way on my trail bike, I am ‘travelling along at inappropriate speed’ and therefore pose a danger to other users. Apart from the fact that this risk also applies to the paved sections of the cycle route, they presume that I don’t possess any common sense and consideration for other users by slowing down or even stopping - which I always do because I am a walker and cyclist, too.</p> <p>I also see in the arguments that the proposed cycle route is about 8 km in total of which 1.8 km are on tarmacked roads. May I ask why sharing an unmetalled road with other users is a reason to close that very road to a particular user group while the same scenario on a paved road is not an issue?</p> <p>The proposal argues that banning me from using the byway on my trail bike will ‘improve conditions for local farming where the use of motor vehicles by members of the public can damage existing field areas and exacerbate drainage and water ponding problems’. As far as I am aware, the Icknield Way has absolutely no history of problems due to use by motorbikes, and the byway is in a reasonable state of repair. Can you provide any evidence for this claim?</p> <p>Another of the arguments says that motorcycles cannot be allowed on the Lockinge part of the Icknield Way, which is not part of the cycle route, because they cannot be trusted to respect the Traffic Regulation Order. I can assure you that it is not my habit to break any laws; my trail bike is fully road legal, taxed and MOT-ed, and I respect all legislation in this country. Assuming that I would wilfully ignore a TRO is again rather insulting. With the proposed restrictions, you only hit the law-abiding citizens, those riders who ride illegal bikes on paths closed to them, will continue to do so, whether the TRO is imposed or not.</p> <p>It may have escaped the county council’s notice, but there is already an existing cycle route between Wantage and Harwell Campus, which does not use any byways. So why is there a need to spend a considerable amount of funds on creating yet another cycle route when the road network in Oxfordshire is in such a dire state? Oxford County Council should rather spend that money on filling some potholes and improving the miserable conditions of the local roads.</p> |

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| | <p>Speaking of roads, the proposed alternative routes guide me onto the busy A417, exposing me on my small engine trail bike to fast and heavy traffic, which is dangerous and simply irresponsible.</p> <p>The whole reasoning for the proposed traffic regulation order seems to be based on bias and prejudice against motorised vehicles; it is making unfair and pejorative assumptions and is clearly favouring some user groups of the countryside over others, which does not comply with the aim to support recreational activities for ALL residents in Oxfordshire.</p> <p>I therefore strongly object to the proposed restriction on all motor vehicles and horse carriage drivers on the BOAT in Lockinge, Ardington and West Hendred</p> |
| (20) As an individual (Banbury) | Object – No comments |
| (21) As an individual (unknown) | <p>Object – was dismayed to hear that there is a TRO proposed for all motorised vehicles over this section of the BOAT, south of Roundabout Hill and Goldbury Hill.</p> <p>It seems a rather blunt instrument to use when there is no evidence that, at least with respect to powered two-wheelers, all users cannot share this route together amicably.</p> <p>I understand that there is an issue with the bridge over Ginge Brook and if the BOAT is kept open to motorised vehicles will require widening. If the TRO were to exclude powered two-wheelers then I don't believe that any widening would be required, and the bridge could be left alone. I believe that only walkers cross the bridge in both directions at the same time and other users, such as cyclists, horse riders and powered two-wheelers would usually wait if someone was already coming the other way.</p> <p>I feel that powered two-wheelers also have to be represented fairly in these matters and decisions about what vehicles should be included in a TRO cannot be based on prejudice and hearsay. Have you got clear and substantial evidence that powered two-wheelers have been causing problems along this BOAT? If there are some nuisance riders that use this BOAT, will they even respect a TRO anyway? The TRO may actually exacerbate nuisance riders, as considerate and responsible riders will no longer be present who might well be providing some level of monitoring and control.</p> <p>I urge you to reconsider your decision regarding this TRO and to take in to account the many careful and responsible users of powered two-wheelers that take great enjoyment from riding this BOAT without causing any offence and who</p> |

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| | <p>co-exist with other users of this BOAT perfectly satisfactorily.</p> <p>Please don't let a small minority of very vocal users restrict this BOAT from its use by the wider population.</p> |
| (22) As an individual (Maidenhead) | <p>Object – The whole argument why motorcycles should be banned from these byways is based on prejudice, assumptions and exaggerations. Reason, fact and fairness have become the victims of this quest for an idyllic Greenways Cycle Route, and although having ideals and trying to realise them is praiseworthy, this should not be at the cost of extinguishing the rights of an important (and minority) user group.</p> <p>Specifically:</p> <ol style="list-style-type: none"> 1. The proposal is to the detriment of motorcycles who already have VERY limited access to rights of way which is against DEFRA guidelines which clearly state that no user group should benefit at the cost of another. 2. I have used these byways as both a cyclist and on a motorcycle for many years and have never experienced any conflict between other users including horse riders and walkers. When I am on my motorcycle, I always show respect for other uses and slow down, stop and cut the engine when appropriate to do so. When I have been a cycle user, I have found that motorcyclists have always shown me due respect and regard for safety. 3. I suspect that some of the motivation for the proposal is that OCC have failed to maintain the bridge over the years which may need replacing and it would be cheaper for them not to have to do this to accept motor vehicles – again this is unacceptable and inappropriate behaviour on behalf of the council. 4. Any suggestion that there would not be enough space for cyclists to pass a motorcycle is again unfounded as the widest part of the vehicle in both the case of a cycle and a motorcycle is the rider! 5. The proposed route already uses roads for around 25% of its length where cyclists share their passage with other road users therefore the 322m and 682m of byways that they would occasionally have to share with us, will make little difference to their overall experience. 6. Apparently restricting MPVs will also 'improve conditions for local farming where the use of motor vehicles by members of the public can damage existing field areas and exacerbate drainage and water ponding problems'. As the 2 byways in question have absolutely no history of any problems due to motorcycle use and as they are in 'reasonable state of repair' (both claims confirmed by the OCC itself), it is not really clear what relevance this argument has regarding a TRO for motorcycles. |

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| | Oxford CC and or selected individuals with it (and parish councils), have systematically attempted to stop motorcycles accessing byways for many years - this is simply the latest back door method of trying to do it. It is not acceptable that this minority of individuals abuse their position to further their personal agenda. |
| (23) As an individual (Marlow) | <p>Object – For a regular user of these byways (motorcycle) I feel most strongly that this proposal is rejected. There are few and few byways that are available for me to use, and those that are left get over used.</p> <p>I believe that we all should have access to the countryside providing all users do so with respect for others.</p> <p>Please register my view that this TRO should not be pursued.</p> |
| (24) As an individual (unknown) | <p>Object – I do not believe that the case has been made to restrict motorcycles and I therefore object to making the TRO permanent for motorcycle users.</p> <p>Many of the OCC's arguments make sense when it comes to 4x4s but are not relevant to motorcycles.</p> <p>The longstanding legal rights of motorcyclists to enjoy riding this BOAT on road legal machines that comply with EU type approval for exhaust noise emissions should not be taken away. The police already have powers to deal with noisy motorcycles under 'Construction and Use Regulations'.</p> <p>The Traffic Regulation Order would threaten trail-riding as a legitimate and historic past-time, and this has not been considered in the Decision Report. Only a small percentage of unsurfaced rights of way have rights vehicular rights. This means it is especially important for the County Council to honour its duty under Section 122 of the Road Traffic Regulation Act to secure the expeditious, convenient and safe movement of vehicular traffic; and under Section 130 of the Highways Act 1980 to assert and protect the rights of the public to the use and enjoyment of any highway. If the County Council fails to perform these duties it will dramatically reduce the opportunities for individuals to part-take in trail riding in the county.</p> |
| (25) As an individual (unknown) | <p>Object – Whilst I can understand a restriction being made for 4x4 vehicles due to the narrow access to the lane, I cannot see the relevance to preventing motorcycles from access.</p> |

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| | <p>I am aware that some people may not want to use this cycle route if there is a chance they might meet MPVs on it. As the new route is about 8km long in total, with nearly 1/4 (1.8km) on public roads, then having the extra 322m of the Lockinge Byway/Ginge Brook (682m for the West Hendred Byway) also open to motorbikes really shouldn't be a problem.</p> <p>I am a responsible Public Right of Way (PROW) user and ride at speeds which are safe and appropriate. When I meet other PROW users, I am courteous enough to slow down, and even sometimes switch off our engines, especially for horses and dog walkers. It is all about respecting each other, and it is rather disappointing the OCC does not trust motorcyclists to do the right thing and accuses us, not of proven, but potential unsocial behaviour.</p> <p>As a motorbike trail rider, I do not break the law, and those that do so knowingly, will probably continue to do so, whether or not part or the whole of the byway gets TRO-ed.</p> <p>Regarding the bridge width, OCC claim that if the bridge was to be rebuilt, it would need to be adequate for a car. This is not really appropriate - why not just restrict the byway with a TRO that is applicable to vehicles of 3 wheels or more? West Berkshire undertake this form of TRO every year in Bucklebury and it is welcomed and respected to maintain access to BOAT's.</p> |
| (26) As an individual (Abingdon) | <p>Object – I've been riding and walking these Byways for many years.</p> <p>Whilst walking I've never experienced an issue with any motorised vehicles, 2 or 4 wheeled.</p> <p>Whilst riding my road legal motorcycle, I've never had an issue with anyone and have received many thanks for my courteous riding, especially when children, horses and dogs are present.</p> <p>I see no reason to restrict motorcycle usage in the area at all. The concept of some sort of cycle route in the area is nonsense, these lanes are not that well used by anyone. Restricting usage just in case someone meets a motorised vehicle of any sort is ridiculous. I believe that proposed route is approximately 8km long with 25% on public roads and only just over 1km of Byways available to motorcycles etc, surely this won't be an issue?</p> <p>If the issue is one of speed, then proper policing is the only way to deal with it, not a blanket restriction that tars everyone with the same brush. I also ride at a sensible & legal pace, as do my riding friends. None of us have a desire to race about. We also stop and turn engines off in the presence of horses & dogs.</p> |

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| | <p>Any restriction to motorcycle usage will not improve conditions for local farming, you only need to compare the tracks left by motorcycles and tractors, in fact horses chew up the ground more than motorcycles. I believe that OCC themselves regard the byways as being in a good state of repair, to which I agree.</p> <p>Please advise me of by return email of any known problems involving motorcycles on the byways in question during the last 10 years. Any improvement in surface quality would not lead to an increase in motorcycle speed, where is the evidence for this?</p> <p>Finally, I have to question the statements about the width of the byways. I ride all over the UK and abroad. The current width of 3.6 metres is more than adequate to accommodate traffic of any kind in either direction at the same time. As previously stated, everyone motorcyclist I know who rides these byways does so in a courteous manner. I can't help thinking that OCC's opinion of motorcyclists is an antiquated one, believing us all to be using the area as a personal race track when in fact everyone I know is 40+ years old, some in their 60's, with steady jobs and mortgages to pay. Perhaps OCC should actually meet some of us motorcyclists in person...?</p> |
| (27) As an individual (Mitcham, London) | <p>Object – The proposal does not appear to make balanced arguments for prohibiting in line with Section 122 of the Road Traffic Regulation Act, placing a duty on the Council to secure the expeditious convenient and safe movement of traffic.</p> <p>I would urge the council to find a way to enable lawful and considerate use of this road by motorcycle.</p> |
| (28) As an individual (unknown) | <p>Object – I am writing to you as a private individual who regularly uses the byway that passes over Ginge Brook as I wish to object to your proposed Traffic Regulation Order.</p> <p>I gather that it is the councils intention to spend £750,000 on a cycle route and you fear that if cyclists feel there is a chance of meeting a motorcycle (anything motorised that is larger cannot cross the wooden bridge) on a section of the route that is less than half a kilometre long they will be deterred. Yet nearly a quarter of the 8 km route is on public roads.</p> <p>For many years you have had the use as a cycle route of a privately-owned road across farmland owned by Alan Pill which links from East Ginge to just south of Ellaway's Barn yet you have advised Alan that you no longer wish this arrangement to continue.</p> |

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| | <p>On the other side of East Ginge another private road passes alongside Ginge Brook, crossing the said byway and leads up to Red Barn and through to Ardington or West Hendred. This road I understand is owned by the Ardington Estate.</p> <p>Surely with such a simple alternative before you even consider spending such a huge amount of taxpayers money on what appears to be something of a vanity project that is to be used by a very small number of users, you have a duty to ascertain what the cost are of leasing rights for a cycle route along this track may be.</p> |
| (29) As an individual (unknown) | <p>Support – I am in favour of the proposed changes. The developments on this route in favour of healthy and sustainable travel are to be welcomed. At a time of increased housing development, we need more high quality, non-motorised, active travel options (such as this one) between homes and places of work. Motorised traffic is entirely incompatible with this route due to the risk it poses to other users, the damage it does to the route surface and the environmental impact. Motorised traffic has other, more appropriate, routes to the destinations served by the Icknield Way.</p> |
| (30) As an individual (unknown) | <p>Support – re-iterate my support for the proposed restrictions. Over use of the route by 4x4 cars and motor cycles causes deep ruts making walking it a less pleasant experience much as has been the case on the Ridgeway.</p> |
| (31) As an individual (Wantage) | <p>Support – As a regular user of the existing National Cycle Network Route 544 between Wantage and Harwell Campus, I welcome the improvements to the infrastructure for cyclists and pedestrians. The growth in traffic on the A417 between Wantage and Rowstock is a known deterrent to cycling. An improved cycling route between Wantage and a major centre of employment is long overdue.</p> |
| (32) As an individual (unknown) | <p>Support – For almost 50 years I have been lucky enough to walk or ride my horse along the Icknield Way like countless others for hundreds of years. It gives me great pleasure to walk with my grandchildren along the ancient traffic free route where we can listen to birdsong, identify wildflowers and butterflies and enjoy the tranquillity of the environment and safety.</p> <p>The Icknield Way it is especially suitable for walkers of all ages and regularly used by teenagers doing Duke of Edinburgh award hikes.</p> |

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| | <p>There is an excellent established “Sustans” route running parallel to the Icknield Way along the road with light traffic which is regularly used by cyclists from Wantage looking at how well beyond. Such an excellent alternative route there is no need for bicycles, motorbikes or any other vehicles to use the Icknield Way.</p> <p>Safety and protecting the environment are paramount, walkers and horse riders especially children are safer off the road and away for all wheeled vehicles. The Icknield Way should be kept for this group only.</p> |
| <i>Online Responses</i> | |
| (33) As part of a group/organisation (Hemel Hempstead) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - As a principal, I object to any right of way being obstructed when a user has rights to use it. I recognise there are reasons why temporary obstructions will be required but, in this case,, as a horse carriage driver, a permanent TRO appears to be required as the BOAT/RB is deemed unsafe for motorised vehicles and carriage drivers. This appears to have arisen due to past actions related to the re-classification of a RUPP and the failure to provide a bridge to the correct specification to allow all users to cross a stream. This is a convenient excuse to request a permanent TRO rather than correct errors of the past. The rights of way network for motorised vehicles and carriage drivers is reduced year on year, and in the case of carriage drivers, forcing them to use roads instead. As a vulnerable user the Highways Authority should be doing more to accommodate these users. Significant sums of money are being spent on cycle routes (not part of the rights of way network nor integrated into it) and so-called multi-user routes that exclude carriage drivers. Not that any of these comments will make any difference to a foregone conclusion that a TRO is required for spurious reasons. It would be helpful if the views of minority user groups are sought on the wider issues of reducing access and positive solutions be found.</p> <p>As an update, on further inspection of the relevant map, are you seriously suggesting that the TRO alternative route, all on roads via East Gringe, is suitable for a horse carriage? Can I suggest this is re-visited and further consideration for the replacement of the bridge is made rather than subject vulnerable users to a considerably less safe route.</p> <p><u>MV Restriction</u> - Neither - No comments</p> |
| (34) As part of a group/organisation (Banbury) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |

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| <p>(35) As part of a group/organisation (Carterton)</p> | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I regularly use these PROW lanes as a member of two different user group activities and I have to ask WHY...! What evidence do you have to justify restricting access to just one specific user group?</p> <p>There is already a lovely cycle route in place from Wantage to Harwell which is prefect for recreational cyclists and family cyclist groups.</p> <p>I ride the Lockinge, Ardlington, West Hendred & East Hendred PROW/BOAT as part of my Mountain Bike route all year round and to be honest, other than during a few summer months, I rarely encounter anyone else so again I fail to see the justification in spending more money on another cycle route. I would agree with the prohibition of 4 wheel drive vehicles, especially over the winter period, as these vehicles can and do cause extensive damage as I've observed on other routes I use.</p> <p>PROW are there for all user groups and I know that contradicts part of my previous observations but it's obvious to see the damage that 4 wheel drive vehicles do.</p> <p>In all the time I have been using these routes I have never encountered a 4 wheel drive vehicle but I have encounter walkers, trail riders and horse riders and it's fair to say that I've never had a bad experience with any of them so again I have to ask what evidence you have to restrict the use of this PROW to just one user group.</p> <p>I am also a car user and I would think the money would be better spent on repairing the abysmal condition of your highways, which it has to be said, is a National Scandal.</p> <p><u>MV Restriction</u> - Object - As above</p> |
| <p>(36) As part of a group/organisation (Tamworth)</p> | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - The amount of legal access for motor vehicles and horse carriage drivers to BOATS has and continues to decrease nationally.</p> <p>Without these legal routes illegal usage is encouraged amongst those who are not in legitimate groups and organisations. Everybody has a right to enjoy and explore the countryside be that by walking, riding, cycling, driving and in all instances, this help maintain the local economy.</p> <p><u>MV Restriction</u> - Object – As above</p> |

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| (37) As part of a group/organisation (TRF) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (38) As an individual (East Hendred) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I have previously contacted you regarding the proposals to prohibit vehicular traffic on the 2 byways in question. Your replies to the informal consultation leave me totally dismayed, they seem to presume that vehicular traffic cannot co-exist with other users. This presumption is completely incorrect as both of the byways have been used by walkers, cyclists, horse riders and vehicular traffic for many years.</p> <p>As a resident I live within walking distance of these byways and I have used them for many years as a walker, horse rider and vehicle user. I have never seen or heard of any problems or accidents on either of these routes.</p> <p>I can fully understand your concerns regarding pinch points and the bridge over the brook, but on the basis that you restricted vehicles of 3 wheels or more I think this would address all of your concerns. i.e. The pinch point objections would become irrelevant as motorcycles can turn around in the same space as a horse.</p> <p>The bridge over the brook could be constructed in the same manner as your plans show, which would not affect the use by motorcycles in conjunction with use by walkers, cyclists and horse riders. As a livestock farmer and horse owner I am well aware of the limitations of controlling a horse in a tight space. I would be extremely reluctant as a walker or cyclist to cross a bridge whilst it was being used by a horse rider because this would be putting myself in imminent danger. However, you seem to accept this as a non-concern. On this basis the crossing of the bridge by a motorcycle when a walker or cyclist is approaching would seem to me to be not dangerous at all. The bridge could quite easily be gated, or a bollard put at both ends which would cause cyclist and motorcyclist to restrict their approach to an appropriate speed for navigating the gate/width restriction.</p> <p>Have you taken into account the danger to pedestrians when the cyclists approach and cross the bridge whilst heading towards Ardington? I have personally seen cyclists on mountain bikes in the Peak District coming down hills at a much faster speed than any motorcycle, this is a major concern and needs addressing before the bridge is built. I have spoken to a family friend who is a partner at a Law Firm in London, and after reading your proposals he can see no grounds for vehicle restrictions on these two byways.</p> |

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| | <u>MV Restriction</u> - Object – As above |
| (39) As an individual (Newbury) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - Just gone through all documents that you have published and most of the reasons you have mentioned for the proposed restrictions do not apply to 2-wheeled MPVs.</p> <p><u>MV Restriction</u> - Object - Just gone through all documents that you have published and most of the reasons you have mentioned for the proposed restrictions do not apply to 2-wheeled MPVs.</p> |
| (40) As an individual (West Challow) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I am a regular user of this byway as a cyclist, Walker and motorcyclist and the whole reasoning for the TRO is not based on 'need', but purely on the ideal of an "Idyllic Cycle Route through the Countryside", away from any kind of motorised traffic.</p> <p>Here are some of the arguments the OCC has based the TRO on and my reaction. Pick your favourites and hopefully they can assist you in formulating your own reply:</p> <p>There are no cases of conflict between the multiple users of this road recorded in any of the parish council minutes so I do not believe there have been any cases where different users cannot all benefit from equal access rights to the Boat.</p> <p>Responsible users ride with care and consideration for other users and should not be disadvantaged by the proposed TRO.</p> <p>Trail bikes, designed for this type of BOAT are road legal and meet noise requirements set out in an MOT.</p> <p>Restricting MPVs will not 'improve conditions for local farming where the use of motor vehicles by members of the public can damage existing field areas and exacerbate drainage and water ponding problems'. As the two byways in question have absolutely no history of any problems due to motorcycle use and as they are in 'reasonable state of repair' (both claims confirmed by the OCC itself) it is not really clear what relevance this argument has regarding a TRO for motorcycles.</p> <p>You claim that the improved surface of the cycle path would increase motorcycle use. I would counteract that the sanitisation of these trails is a reason why most users would actually avoid them, especially as these byways do not</p> |

easily link up with other byways. I believe you are making an ungrounded and completely erroneous assumption.

You claim the width of the new cycle route is a major problem. According to OCC, if the surface is stoned (as it will be here), then the present byway's width of 3.6m is 'sub-optimal for motorcycles to safely pass cyclists, equestrians and pedestrians'. These figures come from the WSP engineering team who has assessed the whole route, and that for me as a cyclist and motorcyclist to use these byways they would need to be '4.5m wide minimum' for us to safely share with other byway users.

Please explain as I don't know where these figures come from but I do question the rationale behind these figures as many BOATs are much narrower than even 3.6m, and we do manage to share them quite successfully. Again it is assumed that motorcyclists are extremely inconsiderate and do not take any notice of other PROW users whilst on the trails.

This expectation of irresponsible behaviour in motorcycle riders links in with the argument that we cannot be allowed on the Lockinge BOAT part which is NOT part of the Cycle Route (hence the TRO for the whole byway), simply because we cannot be trusted to respect the TRO once it becomes part of the cycle route! Claiming we would wilfully ignore a TRO is again rather insulting. Most motorbike trail riders do not break the law, and those that do so knowingly, will probably continue to do so, whether or not part or the whole of the byway gets TRO-ed.

You state that if you were to keep the byway partially open up to Ginge Brook bridge, there is no provision for MPVs to turn around at this point. This may be true for 4x4 (and has always been so due to the steep banks of the brook), but this does not apply to motorbikes. The whole of the Lockinge byway is actually wider than many other byways in the country, definitely more than wide enough to turn your bike around safely within the confines of the byway and without having to causing damage to its surface or verges.

If the bridge were to allow motorbikes to cross it, apparently it would have to be made wide enough for us to cross safely whilst horses are on it, and that extra width alone would increase the cost beyond what the council is willing to spend - cars definitely don't stand a chance. I would argue that there is not necessarily a need for a wider than planned (2.5m) bridge: surely, we can have a system where horses on the bridge get priority, and we just wait until they get off the bridge before we cross it. To be honest, I'm not sure I would ever want to be on that bridge when there is a horse on it, not on a motorbike, bicycle, or even as a walker.

There already is an existing cycle route connecting Wantage to Harwell so is this proposal actually required? It is quite a bit longer and thus not as convenient for commuters to Harwell, but it does not use any byways. Still, it is a lovely ride, away from main roads, and perfect for family outings.

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| | <p>The proposed alternative routes for MPVs guides us onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove) and making our often smaller engine bikes join such a busy road is irresponsible.</p> <p>Trail riding is a recreational activity too and rather than supporting us and creating safe environments for us to exercise our hobby, the OCC, through this TRO, does exactly the opposite.</p> <p>The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be used for a greater good elsewhere?</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (41) As an individual (Stoke Row) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - Whilst I may understand the objection for 4-wheel vehicles, I believe that the points raised in the consultation do not apply to trail-style motorbikes. Trail style motorcycles are low capacity machines and have used the route without conflict with other users for decades. When we meet other users, we will acknowledge them and for example in the case of horses, switch off engines and wait for them to pass. I stress that this is the current situation now, and so the consultation in effect accuses motorcyclists or antisocial behaviour without any evidence of that ever occurring.</p> <p>Likewise, both the routes are in good condition, and have no historical problems due to motorcycle use, and so the point made about damage to fields, and drainage problems, are invalid.</p> <p>In addition, a significant part of the route is a public road, so other users will inevitably come into contact with motors.</p> <p>OCC also claims that the width of the route, at 3.6m, will cause problems. This is not backed up by any evidence, and in fact many thousands of miles of BOATS are less than 3.6m wide and are used without problems by motorcyclists and other users.</p> <p>Motorbikes therefore should not be excluded from the routes.</p> <p><u>MV Restriction</u> - Object – As above</p> |

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| (42) As an individual (Abingdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - The suggested impact of the proposed changes and safety reasoning of the TRO are not applicable to the safe use of motorcycles on these byways. The proposed and existing widths and surface materials are very suitable for motorcycle use.</p> <p>there is no evidence of safety issues with shared use of motorcycles, bicycles, _horses and pedestrians as they co-exist safely on single track lanes and roads throughout the countryside in the county and country. Country access should be for ALL not just majorities and groups with their own agendas. In addition I strongly object to the final decision being made by a councillor who has a publicly stated aim to ban all motorised vehicles from the countryside and is therefore extremely biased. I belief a public inquiry is justified in this matter.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (43) As an individual (Marlborough, Wiltshire) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - You say that one of the reasons to restrict motor vehicle use on this BOAT is that you have to build a new bridge over Ginge Brook to accommodate the needs of the new Science Vale Cycling Network (SVCN). Currently the SVCN (from west to east) goes from Lockinge to West Ginge, East Ginge then turns north to the Icknield Way. If a new bridge is constructed over Ginge Brook to accommodate the new cycle way, the route will be just 1.4km shorter than the current route. At a conservative commuting cycling speed (20km), this new route will save just 4 (four) minutes when compared to the current route. There is not enough users (current of projected) to give value for money. Regardless of whether the funding is coming from the OCC or OxLEP, the Council has a duty to ensure that public money is spent appropriately; this new route, and specifically the new bridge, is a waste of tax-payers money.</p> <p>You state that you wish the new cycle route to on traffic-free routes. The new route is approximately 8km in length, of which 1.8km of this is on public roads. If the new route were to go along the BOAT over Ginge Brook, the route would save approximately 400m of road work; this is not sufficient justification to limit the use of ALL PRoW users on the BOAT.</p> <p>You state that a reason to restrict the use of motor vehicles on the BOAT is that there will be insufficient turning room at the bridge for vehicles to return along the same route. Whilst this may be true for MPVs, it is NOT the case for motorcycles. Motorcycles are less than 2m in length and require very little more length to be able to turn around. The BOAT in question is plenty wide enough to turn a motorcycle around safely without leaving the confines of the BOAT. Therefore, this reason for restricting motorcycles on the BOAT are invalid.</p> |

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| | <p>You argue that if motorcycles were to be allowed on the new bridge, then it would have to be wide enough to allow a motorcycle and a horse to pass each other safely on it. A horse is a wild animal that has had some training and therefore I would not want to meet a horse on this bridge, regardless of me being on a motorcycle, bicycle or on foot. Therefore, to specifically ban motorcycles on the bridge due to safety implications of meeting a horse are flawed. Moreover, the parapet on the new bridge will be 1.8m high. I would argue that if an 'average' horse (14hh to the withers, 1.42m), for whatever reason, were to 'rear' on the bridge, there is a significant chance that the rider could be tipped over the parapet to the ground; a significant distance to fall. Therefore, a safer option would be to restrict horses on the new cycle route and NOT motorcycles.</p> <p><u>MV Restriction</u> - Object - You state that restricting motorised vehicles on this (and on the Lockinge, Ardington & West Hendred BOAT) will stop the 'potential for motorcycles travelling along these BOATs at an inappropriate speed'. As a responsible PRoW motorcyclist, I disagree with your statement as I always ride with a duty of care to myself and any other potential PRoW user I may meet. Illegal and/or irresponsible riding will happen whether or not you impose a TRO limiting legal use of these BOATs, therefore imposing a TRO is pointless.</p> <p>As a council you should be promoting the access to the countryside for ALL PRoW users and not seeking ways to actively restrict access to some of your public. This proposed TRO is based on prejudice, mis-informed assumptions and inflated exaggerations. Stop wasting public money on projects where the public's money can be spent on more worthy causes.</p> |
| (44) As an individual (Henley-on-Thames) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I object in the very strongest terms to your proposed restrictions to motor vehicles @ West Hendred, East Hendred and Lockinge. I have regularly been using these rights of way by motorcycle since late 1970`s, lanes such as Ginge brook crossing have become part of my quality of life, can you understand that? there has been no problems with motorcycle use of these byways. I have seen your proposals and "reasons" but I think they add up to prejudice, assumptions and exaggerations. e.g. your "not wide enough for motorcycle, needs to be 4.5m" my motorcycle and bicycle are the same width (handlebars).. how can it be too narrow for my motorcycle but ok for my bicycle?</p> <p>Oxfordshire council history on maintaining vehicular rights of way has been appalling. because Oxfordshire repeatedly failed in their legal duty to research and reclassify Rupp's (you had about 37 years to get it done) we now have lost nearly all of the lanes to restricted byway. with just a very small few left, it seems you won't be happy `til it be zero, you have tried to close others. sometimes it feels like hooligans are in charge at Oxfordshire. leave these byways alone. if cyclists want to use them, they will. if you make a route then cyclist will probably have an</p> |

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| | <p>app showing it and see who can post the fastest time, because that is what they do. do us all a favour and leave these byways alone.-as an alternative go and close some bridleways to horses, footpaths to walkers --see how you get on.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (45) As an individual (Brize Norton) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - As a motorcyclist, I have never experienced any issues with other users of this byway</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (46) As an individual (Abingdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - If vehicles are banned on these byways the proposed new bridge across the Ginge Brook will not have to be of such robust construction thereby saving the project a considerable amount of money-very biased indeed.</p> <p>There are only 33 miles of byway in Oxon why should MPV users have to sacrifice more. Does funding from OXlep depend on the routes in question being traffic free? Why should motorcyclists be penalised when it is 4wd's that have the problems on this byway.</p> <p><u>MV Restriction</u> - Object - Once again OCC seeks to restrict MPV users' activities. Motorcycles are not much wider than a cycle so where is the problem, most trail riders are very respectful of other users, what is the expected cycle use of this route, there must surely be room for all.</p> |
| (47) As an individual (Faringdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I object to the closure of the byway for motorcycles. As a responsible motorcyclist I use it for recreational purposes and closing it restricts my pass time. I always respect other users and do not have problems on this or other lanes. Also, from my experience the damage caused by light motorcycles is no worse than damage caused by equestrians. Regarding the bridge, I would suggest creating a ford for motorised traffic and equestrians next to the newly proposed bridge and thus allowing it to be built to a lesser (and cheaper) specifications. I also do not understand the reasoning that introducing the TRO will somehow limit irresponsible use. Surely for irresponsible people it is fairly easy to ignore a TRO. This is most likely to only restrict the responsible and law-abiding users.</p> |

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| | <p>As decisions makers, your duty is to represent the interests of all road users. As a trail rider I feel that I am being systematically discriminated against. The argument often appears to be that motorcyclist cannot share these lanes with other users. If this is the case, why is it always the trail rides that are banned? Removing the "other" users is surely just as effective at protecting them. Why not start introducing lanes that are for trail riders only? Please remember that I and other likeminded tax payers also needs to be represented.</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (48) As an individual (Bicester) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I feel these ancient rights of way should stay open to all that wish to use them.</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (49) As an individual (Witney) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (50) As an individual (Weston on the Green) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - Both parts of the BOAT I have travelled many times on both Motorbike and by 4x4 over many years. Although overgrown at time there is little or no vehicular damage apparent to this byway.</p> <p>In particular the part from East Lockinge to Ginge Brook is very popular to access the area of the brook. I see no reason either part of this lane should be restricted in anyway.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (51) As an individual (Didcot) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - The Highway Authority's policy towards legitimate use of BOAT by motor vehicles and horse carriage drivers (vehicles) is unreasonable insofar as it is one sided and therefore unfair. Enhancements to encourage use of BOATs by cyclists and disabled users are of course to be welcomed. But that is always at the expense of recreational motor users of BOATs, whilst there is never any reciprocal consideration shown. In fact the general shared use situation is being systematically made worse by the ongoing policy of banning vehicles</p> |

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| | <p>on increasing numbers of BOATs, increasing the potential for conflicts of interests between various users of BOATS that remain fully open to vehicle use. The Highway Authority make no effort to offset the loss of amenity that vehicle users are obliged to suffer, notwithstanding that in all likelihood they will in reality be funding the proposed works.</p> <p><u>MV Restriction</u> - Object - Whilst welcoming the proposed improvements to the benefit of some users, there is no commensurate consideration to motor vehicles and horse carriage drivers (vehicles) to offset their loss of amenity.</p> |
| (52) As an individual (Abingdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - This planned restriction does not make it a traffic free area as you still need to travel on the road between each BOAT. There are a number of accusations in the letters against responsible motor vehicle users implying we speed due to road surface etc. Not true and an assumption.</p> <p>By closing this off to motorcycles that I ride recreationally you are endangering my life as your removing another safe place for me to ride my bike. I am also a cyclist and can assure you this planned changed does absolutely nothing for cyclists.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (53) As an individual (Abingdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I object to restrictions for motorcycles. Cyclists use cycleways on public roads, indeed the proposed cycleway is 25% on metalled roads. The chances of meeting a motorcycle on the additional length covered by the TRO are tiny. The further chance of coming to harm as a result is no greater than meeting another cycle.</p> <p>These byways have absolutely no history of any problems due to motorcycle use and are -according to OCC - in 'reasonable state of repair'.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (54) As an individual (Didcot) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - Use should be allowed for motorcycles because trail riding is a recreational activity which can be enjoyed alongside cycling and horse riding. Trail riders are courteous to other users and so this space can be shared safely. 4x4 vehicles cause the damage and are dangerous to share with. Trail riding, like cycling and pedestrians and horse riding are best kept away from cars. It is not safe to divert small trail motorbikes onto the main A417 road alongside cars and lorries.</p> |

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| | <u>MV Restriction</u> - Object – As above |
| (55) As an individual (Newbury) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - Most of the details provided is un-necessarily just related to 2-wheel MPVs</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (56) As an individual (Camberley) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - Users may not want to use this cycle route if there is a chance, they might meet MPVs on it. As the new route is about 8km long in total, with nearly 1/4 (1.8km) on public roads. By having the extra 322m of the Lockinge Byway/Ginge Brook (682m for the West Hendred Byway) also open to motorbikes really shouldn't be a problem.</p> <p>Motorcycles by their very nature can go relatively fast, and yes, there is always a 'potential for motorcycles travelling along [these byways] at inappropriate speeds', but most Motorcyclists are responsible Public Right of Way (PROW) users and ride at speeds which are safe and appropriate. When we meet other PROW users, they are generally courteous enough to slow down, and switch off our engines, where they encounter horses. It is all about respecting each other, and it is rather disappointing the OCC does not trust motorcyclists to do the right thing and accuses them, not of proven, but potential unsocial behaviour. Motorcycles are noisier than a cyclist or a walker. But still, as 1/4 of the route is on public roads anyway, where cars and motorbikes are expected, the 322m and 682m of byways that they would occasionally have to share with us, will make little difference to their overall experience.</p> <p>Apparently restricting MPVs will also 'improve conditions for local farming where the use of motor vehicles by members of the public can damage existing field areas and exacerbate drainage and water ponding problems'. As the byway in question has absolutely no history of any problems due to motorcycle use and as it is in 'reasonable state of repair' (as per the OCC) it is not really clear what relevance this argument has regarding a TRO for motorcycles.</p> <p>The OCC claims that the improved surface of the cycle path will not only make motorcyclists increase their speed (ignoring the fact that most motorcyclists are considerate byway users), but it would also 'substantially' increase motorcycle use. I would counteract that the sanitisation of these trails is a reason why most motorcyclists us would actually avoid them, especially as this byway does not easily link up with other byways. This is an enormous assumption.</p> |

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| | <p>The width of the new cycle route is a major problem. According to the OCC, if the surface is stoned (as it will be here), then the present byway's width of 3.6m is 'sub-optimal for motorcycles to safely pass cyclists, equestrians and pedestrians'. These figures come from the WSP engineering team who have assessed the whole route, and then for motorcyclists to use these byways they would need to be '4.5m wide minimum' for us to safely share with other byway users. I don't quite know where this statistic comes from? (HSE, CDM - The Construction Design and Management Regulations 2015, possibly), but I do question the rationale behind these figures: many BOATs are much narrower than even 3.6m, and motorcyclists do manage to share them quite successfully. Again it is assumed that motorcyclists are extremely inconsiderate and do not take any notice of other PROW users whilst on the trails.</p> <p>This expectation of irresponsible behaviour in motorcycle riders links in with the argument that we cannot be allowed on the Lockinge BOAT part which is NOT part of the Cycle Route (hence the TRO for the whole byway), simply because motorcyclists cannot be trusted to respect the TRO once it becomes part of the cycle route! Claiming they would wilfully ignore a TRO is again rather insulting. Most motorbike trail riders do not break the law, and those that do so knowingly, will probably continue to do so, whether or not part or the whole of the byway gets TRO-ed.</p> <p>The OCC states that if they were to keep the byway partially open up to Ginge Brook bridge, there is no provision for MPVs to turn around at this point. This may be true for 4x4 (and has always been so due to the steep banks of the brook), but this does not apply to motorbikes. The whole of the Lockinge byway is actually wider than many other byways in the country, definitely more than wide enough to turn a bike (or horse) around safely within the confines of the byway and without having to causing damage to its surface or verges.</p> <p>The current bridge was built when this path was still a RUPP (Road Used as a Public Path), and at the time, it was thought that a bridge built to bridleway specifications was sufficient. In a later reclassification, the track became a BOAT, which now means that if you want to replace the bridge, you have to build it to BOAT specifications. And allowing for cars to cross it increases costs dramatically. So, creating a cycle route where MPVs (and horse drawn carriages) are no longer welcome, solves that problem. The icing on the cake is that, as a cycle route is an 'improve the local community and the commuting to Harwell' project, the OCC has managed to get outside (OxLEP) funding for the project. Indeed, someone else gets to pay for the new bridge!</p> <p>If the bridge were to allow motorbikes to cross it, apparently it would have to be made wide enough for us to cross safely whilst horses are on it, and that extra width alone would increase the cost beyond what the council is willing to spend - cars definitely don't stand a chance. I would argue that there is not necessarily a need for a wider than planned (2.5m) bridge: surely we can have a system where horses on the bridge get priority, and we just wait until they get off the bridge before we cross it.</p> |
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| | <p>There already is an existing cycle route connecting Wantage to Harwell. It is quite a bit longer and thus not as convenient for commuters to Harwell, but it does not use any byways.</p> <p>The proposed alternative routes for MPVs guides motorcyclists onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engine bikes join such a busy road is irresponsible.</p> <p>Trail riding is a recreational activity too and rather than supporting it, and creating safe environments for us to exercise our hobby, the OCC, through this TRO, does exactly the opposite.</p> <p>The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be better used to improve other roads?</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (57) As an individual (Abingdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (58) As an individual (Tadley) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - The current status as a BOAT is correct and motorcycles do not damage the ground like 4x4, legal motorcycle off-roading is becoming extremely difficult due to BOAT closures i use this byway alot</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (59) As an individual (Aylesbury) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - There is already a cycle route to and from Harwell, so why spend additional funds on duplicating what already exists?</p> <p>It is unfair to upgrade a road's surface and then claim that the new surface is unsuitable for certain groups of road user. If it was suitable in the past, why should it suddenly become unsuitable after upgrading has taken place? OCC claims that, due to limited width and gradient issues on the constructed sections of the route, shared use is not considered safe or appropriate. There are literally thousands of narrow roads, both sealed and unsealed, up and down</p> |

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| | <p>the country where MPV's happily coexist with cyclists, walkers and horse riders. It is all about mutual respect and using common sense. What makes OCC think that MPV users of this stretch of road are going to act any differently? "The creation and promotion of a 'greenway' type designated route will result in many more cyclists, horse-riders and walkers using this route for commuting, leisure and tourism journeys": How many more by each of these user groups does OCC envisage?</p> <p>What research is this claim based upon?</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (60) As an individual (Knowl Hill) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - The British country side should be open to all responsible users irrespective of current trends and fashions. Restrictions are divisive and set citizens against one another. Do not bend to NIMBY pressure ...</p> <p><u>MV Restriction</u> - Object - As above</p> |
| (61) As an individual (Maidenhead) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - These by ways should be able to be enjoyed by all Motorists horses pedestrians cyclists and motorcyclists we all enjoy the Countryside in our own way</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (62) As an individual (Haslemere) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - The 2 byways in question have absolutely no history of any problems due to motorcycle use, so it is not really clear what relevance this argument has regarding a TRO for motorcycles.</p> <p>The Byways are two short sections of the total length of the cycle route so the impact on the public who are not using MPV's would be minimal.</p> <p><u>MV Restriction</u> - Object – As above</p> |

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| (63) As an individual (Didcot) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I am a local resident who enjoys the freedom to travel in the area. I walk my dog, Run, Cycle and Trail ride in the area using those legal routes available to me. Ginge Brook, as it is known, does pose a challenge for some users at some times of the year and this can be a good and bad thing depending on who you are. There are ways to navigate around the steep slopes or avoid the area completely and so my objection is mainly based on keeping as many legal routes open for as many users as possible all year round. Closing access to motor vehicles will only concentrate them elsewhere and the Council should accept that it failed in its duty prior to the 2006 NERC act in preserving rights that existed up to that time and look now to preserve what we have left.</p> <p><u>MV Restriction</u> - Object - Despite being a "cul-de-sac" due to previously mentioned ineptitude in preserving existing rights, this route should remain with BOAT status so that should the opportunity arise in the future to reassign vehicular rights on the current RB, there is an established starting point for discussion.</p> |
| (64) As an individual (Oxford) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - My objection to the TRO is based on the following:</p> <p>1. The majority of off-road MPV drivers and motorcycle riders are considerate and safe when using BOATs. It is in our own interest to try to safeguard the safety of other BOAT users. We should have the same opportunity to engage in our preferred leisure activities as they do, whether they be cyclists, pedestrians or horse-riders. We should reasonably be allowed to continue our own leisure, commuting and recreational activities within the bounds of law and the common courtesy that most people display.</p> <p>In my opinion there is little difference in potential hazard between a motorcycle or MPV and a spooked horse or a cyclist travelling at inappropriate speed, tragically demonstrated by the highly publicised death of a pedestrian caused by a cyclist in Oxford in the recent past.</p> <p>Motorised vehicle use of BOATs is relatively extremely low so I do not think that other users would be put off using the routes in question vs. using busy public roads, where inappropriate/unsafe driving is a much greater problem. There is as much potential for irresponsible and unsafe cycling and horse riding as there is for the same by motorists. (How many of you have witnessed unsafe road use by cyclists on your daily commute?)</p> <p>2. The proposed unsealed surface is precisely the type of surface that is appropriate for the majority of vehicles using BOATs. Pretty much anywhere a horse or bicycle can be ridden an appropriate motorcycle or MPV can be driven.</p> |

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| | <p>3. The limited width and gradient issues are of no more concern for safety regarding motorised vehicles than a cyclist or dog-walker slipping in wet conditions or passing a nervous horse. Horses can be far less predictable than people. Safe turning and exit points for MPVs already exist along these routes. Simple signage would deter MPVs from entering any sections that weren't through-routes.</p> <p>It is insulting to other BOAT users to imply that they couldn't safely negotiate a situation with a vehicle performing a multi-point turn. Most drivers of vehicles using BOATs such as these are experienced and skilled.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (65) As an individual (Henley-on-Thames) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I do not agree that all motor vehicles should be excluded from this BOAT, there are no valid reasons for responsible users to be excluded from using this route on motorcycle. The majority of motorcyclists using byways are extremely considerate, any arguments against them with regards, speed noise, etc. can almost all be applied to horse riders or cyclists who choose to behave anti-socially, especially so cyclists who ride electrically assisted machines - many of which are illegally de-restricted!</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (66) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - Yes, I object to the restriction of Motor bikes on the BOAT and most strongly object to building the bridge! I use the route regularly to commute to Rutherford Laboratory and have done for the past 15 years. I use my Motorcycle sometimes but predominantly my Mountain bike. I have never had any issues on either using this route, I barely see anyone on this route. The idea that you think it's a good idea to build a giant steel monstrosity of a bridge across a beautiful stream which already has a perfectly usable bridge is terrible. As an off-road cycle route, it doesn't need sanitising at great expense.</p> <p>As for closing the BOAT to motorcycles because you cannot turn a car round is nonsense, the BOAT has been blocked to 4x4's at the top by a giant log by land owners and has been for many years. 4x4's don't use it as they cannot get across the bridge anyway. I have never seen a 4x4 by the stream, EVER and I have lived in Wantage and played/commuted through Ginge for the past 30 years. I cannot believe the council has money to spend on ruining a beautiful BOAT/bridleway but no money for the Wantage sport centre. Who commutes from Wantage to Didcot off road anyway? It's beyond commuting route for the majority of cyclists. It would be better to build a cycle lane between Wantage and Hendred. I thought something was up when I saw the Traffic monitoring cameras along the route supposedly to catch fly tippers, Now I see what it's about. Again, I've never seen fly tipping along this route.</p> |

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| | <u>MV Restriction</u> - Neither - As above I object to messing with the BOAT bridleway as a cycle route. The BOAT dead ends, so when using my motorcycle I don't use it anyway. |
| (67) As an individual (Preston Bissett) | <u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments <u>MV Restriction</u> - Object - No comments |
| (68) As an individual (Wootton) | <u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments <u>MV Restriction</u> - Object - No comments |
| (69) As an individual (Hereford) | <u>MV & Horse Carriage Drivers Restriction</u> - Object - This is an ancient Right of Way which we as Hereford TRF use several times a year when visiting your county on organised ride outs. This is yet another erosion of our right as Motorcyclists to access the existing network of byways and ancient road ways and should not be supported in any way. <u>MV Restriction</u> - Object – As above |
| (70) As an individual (Newradnor) | <u>MV & Horse Carriage Drivers Restriction</u> - Object - I totally object to the proposed closure and restriction of this important vehicular route, which erodes the rights of its users <u>MV Restriction</u> - Object - Again this is an unnecessary closure. These routes support trade and tourism. A group of us spent at least a thousand pounds in local villages whilst trail riding. This continuous erosion of access rights means that it becomes less likely we will use this area |
| (71) As an individual (Chinnor) | <u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments <u>MV Restriction</u> - Object - No comments |

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| (72) As an individual (Oxford) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I regularly use this lane on my motorcycle, I ride carefully and respectfully on a road Legal motorcycle. It's really great to be able to do this. I have met, dog walkers and horse riders along this route many times and we always show each other respect and everybody is very friendly towards one another. It would be awful for all of the law-abiding motorcycle riders to lose their rights to ride along these lanes.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (73) As an individual (Bicester) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I would like to object to this restriction being put in place as in the Oxfordshire area many byways have had a blanket restriction placed upon them and there are very few left available to use in a leisure capacity. I often use the few open legal byways to enjoy the wonderful Oxfordshire countryside it would be a great lost</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (74) As an individual (Barmouth) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I have used this route for the past 30 plus years. As part of a minority user group I feel that you are extinguishing my rights over someone else's as discriminatory.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (75) As an individual (Kingston, Surrey) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object – as per reasons below:</p> <p>1) The whole reasoning for the TRO is not based on 'need', but purely on the ideal of an "Idyllic Cycle Route through the Countryside", away from any kind of motorised traffic.</p> <p>2) The new route is about 8km long in total, with nearly 1/4 (1.8km) on public roads, having the extra 322m of the Lockinge Byway/Ginge Brook (682m for the West Hendred Byway) also open to motorbikes really shouldn't be a problem.</p> <p>3) There is no evidence that restricting MPVs will 'improve conditions for local farming where the use of motor vehicles</p> |

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| | <p>by members of the public can damage existing field areas and exacerbate drainage and water ponding problems'. As the 2 byways in question have absolutely no history of any problems due to motorcycle use and as they are in 'reasonable state of repair' (both claims confirmed by the OCC),</p> <p>4) The claim that the improved surface of the cycle path will not only make motorcyclists increase their speed is unproven. Also, there is no evidence that it would also 'substantially' increase motorcycle use.</p> <p>5) The expectation of irresponsible behaviour in motorcycle riders links in with the argument that we cannot be allowed on the Lockinge BOAT part which is NOT part of the Cycle Route (hence the TRO for the whole byway), simply because we cannot be trusted to respect the TRO once it becomes part of the cycle route! Claiming we would wilfully ignore a TRO is insulting. Most motorbike trail riders do not break the law, and those that do so knowingly, will probably continue to do so, whether or not part or the whole of the byway gets TRO-ed.</p> <p>6) OCC states that if they were to keep the byway partially open up to Ginge Brook bridge, there is no provision for MPVs to turn around at this point. This may be true for 4x4 (and has always been so due to the steep banks of the brook), but this does not apply to motorbikes. The whole of the Lockinge byway is actually wider than many other byways in the country, definitely more than wide enough to turn your bike around safely within the confines of the byway and without having to causing damage to its surface or verges.</p> <p>7) There already is an existing cycle route connecting Wantage to Harwell. It is quite a bit longer and thus not as convenient for commuters to Harwell, but it does not use any byways. Still, it is a lovely ride, away from main roads, and perfect for family outings.</p> <p>8) The proposed alternative routes for MPVs guides us onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engine bikes join such a busy road is irresponsible.</p> <p>9) Trail riding is a recreational activity too and rather than supporting us, and creating safe environments for us to exercise our hobby, the OCC, through this TRO, does exactly the opposite.</p> <p>10)The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be used for a greater good elsewhere?</p> <p>The whole argument why motorcycles should be banned from these byways is based on prejudice, assumptions and exaggerations. Reason, fact and fairness have become the victims of this quest for an idyllic Greenways Cycle Route,</p> |
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| | and although having ideals and trying to realise them is praiseworthy, this should not be at the cost of extinguishing the rights of a small minority of PROW user. |
| (76) As an individual (Buckingham) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I object on the basis that I use this BOAT on a regular basis and it provides access to a network of BOATs within the South Oxfordshire area and beyond.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (77) As an individual (Didcot) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I object to the proposed restrictions being imposed on the Byways in question. In particular I object to the fact that they will prevent motorcycle use.</p> <p>The net result of closing such byways to such traffic is to concentrate this traffic into an ever-smaller area. Surely this exacerbates instead of alleviates the problem.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (78) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I use these byways regularly as both a cyclist and motorcyclist.</p> <p>Recreational motorcycling is of great benefit to my wellbeing and is a great way to access the countryside, extending my range beyond what my health allows me to achieve by bicycle.</p> <p>The reasons for the TRO are not valid. In particular pedestrians, cyclists and motorcyclists share tarmac roads quite successful, there is no reason to assume that this is not viable on an unsealed road. MV Restriction - Object - I use these byways regularly as both a cyclist and motorcyclist.</p> <p>Recreational motorcycling is of great benefit to my wellbeing and is a great way to access the countryside, extending my range beyond what my health allows me to achieve by bicycle.</p> <p>The reasons for the TRO are not valid. In particular pedestrians, cyclists and motorcyclists share tarmac roads quite successful, there is no reason to assume that this is not viable on an unsealed road.</p> |

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| (79) As an individual (Abingdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I use that byway regularly on my motorcycle which is totally road legal motorcycles do not cause major damage to that particular lane unlike 4x4 vehicles which do cause damage it is unfair to completely ban all vehicular access especially motorcycles due to a 4x4 drivers that really don't care about the damage they do ... it would good if you could restrict 4x4s and leave it open to motorcycles which do use that route regularly without damaging the area</p> <p><u>MV Restriction</u> - Object - Ban the damage causing 4x4 a but not road legal responsible motorcycles as they do not damage lanes</p> |
| (80) As an individual (Thames Ditton) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - There is no justifiable reason for restricting motor vehicles from access to this BOAT. BOATs are ancient rights of way and should be accessible by all users. Have you assessed the number of motor vehicles that pass along this route in a 12-month period?</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (81) As an individual (Oxford) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (82) As an individual (Henley-on-Thames) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - There is no history of problems as a result of motorcycle use and the route is in a reasonable state of repair. Many Boats are much narrower than 4.5 M and are shared by multiple user types, including horses and cyclists as well as motorcycles. I would support restricting 4x4 vehicles.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (83) As an individual (Worminghall) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I frequently use the lanes and strongly object any restrictions for motorcycles - many of the OCC's arguments may make sense when it comes to 4x4s but are not relevant to motorcycles.</p> <p><u>MV Restriction</u> - Object - No comments</p> |

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| (84) As an individual (Grove) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - One of OCC arguments is that people may not want to use this cycle route if there is a chance they might meet MPVs on it. As the new route is about 8km long in total, with nearly 1/4 (1.8km) on public roads, then having the extra 322m of the Lockinge Byway/Ginge Brook (682m for the West Hendred Byway) also open to motorbikes really doesn't have that much of an impact to the public.</p> <p>OCC also states restrictions will 'improve conditions for local farming where the use of motor vehicles by members of the public can damage existing field areas and exacerbate drainage and water ponding problems'. As the 2 byways in question have absolutely no history of any problems due to motorcycle use and as they are in 'reasonable state of repair' (both claims confirmed by the OCC itself), it is not really clear what relevance this argument has regarding a TRO for motorcycles.</p> <p>It has also been stated that if the byway is partially open up to Ginge Brook bridge, there is no provision for MPVs to turn around at this point. This may be true for 4x4 (and has always been so due to the steep banks of the brook), but this does not apply to motorbikes. The whole of the Lockinge byway is actually wider than many other byways in the country, definitely more than wide enough to turn a bike around safely within the confines of the byway and without having to causing damage to its surface or verges.</p> <p>The proposed alternative routes for MPVs guides us onto the busy A417. Which is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove) and making our often smaller engine bikes join such a busy road is irresponsible.</p> <p>There already is an existing cycle route connecting Wantage to Harwell. It is quite a bit longer and thus not as convenient for commuters to Harwell, but it does not use any byways. Still, it is a lovely ride, away from main roads, and perfect for family outings.</p> <p>The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be used for a greater good elsewhere.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (85) As an individual (Bookham, Surrey) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I am objecting against any restrictions for motorcycles - many of OCC's arguments may make sense when it comes to 4x4s, but are not relevant to motorcycles.</p> |

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| | <p>The byway in question has no history of any problems due to motorcycle use and as they are in 'reasonable state of repair it is not really clear why there is a proposal to TRO for against motorcycles.</p> <p><u>MV Restriction</u> - Object - I am objecting against any restrictions for motorcycles - many of OCC's arguments may make sense when it comes to 4x4s but are not relevant to motorcycles.</p> <p>The whole argument why motorcycles should be banned from these byways is based on prejudice, assumptions and exaggerations.</p> |
| (86) As an individual (Reading) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - I do not support the restriction of Motor Vehicles on the BOAT. I am a responsible Motorcyclist. Motorcycles do not create the same damage as other motor vehicles. My Son and I ride for recreation on BOATs in the countryside. We are very respectful to other countryside user and slow down or stop or even turn off our engines in the case of meeting a horse rider. Restricting this BOAT to motorcycles will severely impact my recreational pleasure and the time I can have in the countryside with my son.</p> <p><u>MV Restriction</u> - Object – As above</p> |
| (87) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (88) As an individual (Newbury) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |
| (89) As an individual (Coventry) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Object - No comments</p> <p><u>MV Restriction</u> - Object - No comments</p> |

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| (90) As part of a group/organisation (Watlington) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - No comments</p> <p><u>MV Restriction</u> - Support - No comments</p> |
| (91) As part of a group/organisation (Harwell Campus) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - The improvements to the Icknield Way will provide a new cycle commuting route to Wantage and Grove from the Harwell Campus as well as a community amenity. Both Wantage, Grove and the Campus are growing, and the route is required to provide a direct cycle route as an alternative to car use and cycles using the A417.</p> <p>Motor vehicles and horse drawn carriages will damage the type of surface proposed for the route. This will result in increased maintenance costs and / or cyclist not using the route, which will defeat the reason for upgrading the route and fail to meet the County Council's policy of increasing transport choices and reducing the reliance on motorised transport.</p> <p>Ginge brook and its approaches have been damaged by 4x4 use and this has made the surface hazardous for cyclists, walkers and horse riders.</p> <p><u>MV Restriction</u> - Support - As above 4x4 and moto-cross use causes the surface to break up and will not be a surface that will attract cyclists to switch and try cycle commuting to the Harwell Campus.</p> <p>This is an important cycle route connecting Wantage & Grove to the Harwell Campus and beyond, an all-season surface is needed with the confidence that cyclists, walkers and horse riders can use it safely without being intimidated by motorised traffic.</p> |
| (92) As part of a group/organisation (Abingdon) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - This will enable the route to be improved and promoted as a safe facility for walking, cycling and horse riders for commuting and leisure.</p> <p>Most importantly, it will significantly improve the cycle commuting route between Wantage/Grove and Harwell Campus. This objective would not be compatible with the rutted tracks quickly caused by 4x4s and motorcycles on some sections of the current route and elsewhere.</p> <p>For example, the damage currently done by motorcycles to the track on the slope immediately to the East of Ginge</p> |

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| | <p>Brook - the rut left here makes cycling down the slope hazardous and makes riding up it almost impossible even for a skilled mountain biker.</p> <p>We note that an improved bridge is necessary to make this cycle-able by most people.</p> <p><u>MV Restriction</u> - Support - This will enable the route to be improved and promoted as a safe facility for walking, cycling and horse riders for commuting and leisure. It will significantly improve the commuting route between Wantage/Grove and Harwell Campus. This objective would not be compatible with the rutted tracks quickly caused by 4x4s and motorcycles on some sections of the current route and elsewhere.</p> <p>Applicable to both parts: the surface treatment will be very important for cyclists. If it is too loose or bumpy, people will not ride 'sports' bikes on it. If it throws up dirty water when wet, people will not ride when it rains. In either case, this reduces its achievement of objectives - we should be aiming for an all-season commuter route for a 7-mile route, so one that can be ridden at 15-20mph on the flat straights at least.</p> |
| (93) As part of a group/organisation (Milton Park) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - This restriction will help with the completion of the Science Vale Cycle Network, especially for people cycling to Milton Park from the West where we know from our own internal consultations that routes are poor or perceived as dangerous. We fully support this plan to restrict motor traffic on this section of the route so that a decent cycleway can be completed.</p> <p><u>MV Restriction</u> - Support – As above</p> |
| (94) As part of a group/organisation (Harwell Campus Bicycle Users Group (Secretary)) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - A very considerable amount of work has already been done to establish this route as the preferred choice for development as a fit-for-purpose (all-weather, all-year) cycle-commuting route, connecting Wantage/Grove to the Business Parks. This is an essential element of the OCC's transport strategy, particularly the Science Vale Cycle Network Project.</p> <p>The proposed surface improvements will quickly be damaged and degraded by allowing unsuitable traffic to use the route. Such damage would divert existing cycle-users back onto unsuitable main roads, and/or put-off cycle-users altogether. Promoting a 'damaged' route to new cycle-users will be difficult and will fail to achieve the intended modal-shift.</p> <p>It would represent a very poor return on precious public investment if such damage was allowed to occur. The</p> |

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| | <p>proposed restrictions are therefore an important part of the upgrade project.</p> <p><u>MV Restriction</u> - Support – As above</p> <p>* Additional comment: For consistency, please consider applying similar access restrictions along the eastward continuation of Icknield Way towards Harwell Campus, which forms part of the same cycle-route.</p> |
| (95) As an individual (Charlbury) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - This will significantly improve route quality and safety for cycling and thereby enable safe, sustainable, healthy transport to be used between Wantage/Grove and major employment sites.</p> <p><u>MV Restriction</u> - Support – As above</p> |
| (96) As an individual (Harwell) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - I use this route on foot and on a pedal cycle, although the rutted and uneven surface detracts from my enjoyment of the route. Improving the surface and the crossing of Ginge Brook in a manner that is in keeping with the surroundings will be a benefit. Preventing use by motor vehicles and carriage drivers in order to prevent damage to the improved but unsealed surface is sensible and reasonable.</p> <p><u>MV Restriction</u> - Support - I use this route on foot and on a pedal cycle. Improving the surface in a manner that is in keeping with the surroundings will be a benefit. Preventing use by motor vehicles and carriage drivers in order to prevent damage to the improved but unsealed surface is sensible and reasonable.</p> |
| (97) As an individual (Uffington) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - I strongly support this proposal for a low level, as opposed to The Ridgeway, route of high quality, though still rural in character, surface for walkers, cyclists, horse riders and people on mobility scooters etc. Although not a cyclist I am very supportive of a good route for cyclists through the west of Science Vale, combining the safety of a bridleway with an improved surface to encourage commuting by cycling, as well as encouraging others, including children and families to cycle in the countryside by providing a safe, high quality surface route. I would imagine that the change from BOAT to bridleway – with an improved surface – will encourage some mobility scooter people to use it. There are several access points by vehicles for such users. I understand that major work will be done at the crossing of Ginge Brook; the current situation there is a serious impediment for walkers and cyclists, and an impossible one for horse riders and mobility scooter users.</p> |

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| | <u>MV Restriction</u> - Support – As above |
| (98) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - I don't think it is a great loss to the horse carriage community as I don't think it is useable by them anyway at the moment. I think that motorbikes do use it and make it impassable for everybody else (at the steep slope by Ginge Brook)</p> <p><u>MV Restriction</u> - Support - My support for this is selfish - I don't want vehicles chewing up the ground making it hard for everybody else to use. I feel less strongly about this section than the section which includes Ginge Brook</p> |
| (99) As an individual (Harwell) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - The potential damage to the proposed surface of the track has been shown to be susceptible to damage by motor vehicles but not by walkers, cyclists or horse riders. I support this proposal.</p> <p><u>MV Restriction</u> - Support – As above</p> |
| (100) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - No comments</p> <p><u>MV Restriction</u> - Support - No comments</p> |
| (101) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - As a cyclist from Wantage to the Harwell Campus who long ago gave up using the A417 due to safety concerns, I've used the roads from Lockinge to Ginge and the farm track to Newbury Road, East Hendred but have found them increasingly unsafe due to the narrow width and often have to stop when anything larger than a small car passes.</p> <p>I strongly welcome the provision of a safer alternative cycle route. I have often walked the proposed route but have found the surface challenging for cycling.</p> <p><u>MV Restriction</u> - Support – As above</p> |

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| (102) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - No comments</p> <p><u>MV Restriction</u> - Support - No comments</p> |
| (103) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - Preventing motorised vehicles from using the route would protect the road surface reducing maintenance burden and improving the quality of the track.</p> <p><u>MV Restriction</u> - Support – As above</p> |
| (104) As an individual (Harwell) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - Cycling from Wantage to Harwell will be greatly improved by these proposals.</p> <p><u>MV Restriction</u> - Support – As above</p> |
| (105) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - No comments</p> <p><u>MV Restriction</u> - Support - No comments</p> |
| (106) As an individual (Ardington) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - As someone about to start a regular commute from Ardington to Harwell Campus, I believe that it is a very sensible idea to make the Icknield way suitable for cycle commuting. These cycle routes are important to encourage safe cycle commuting (and the resulting reduction in road traffic and CO2 emissions). Improving the access to the Ginge bridge and banning motorised vehicles from it should allow regular cyclists to be able to push their bicycles up and down the slope easily and safely, and so make this section suitable for regular commuting.</p> <p>Indeed with the construction of so many new houses in the Wantage/Grove area, a direct cycle route to Harwell Campus and Harwell that avoids the A417 (which is not really safe to cycle on and cyclists cause queues and frustration to drivers).</p> <p><u>MV Restriction</u> - Neither - This is an important section of byway that if upgraded as proposed and maintained should</p> |

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| | make the cycle from Wantage to Harwell much more attractive to potential cycle commuters as it misses out a significant detour and a pair of hills. If motorised vehicles can use it without destroying it then that would not be a problem. However, if they are likely to cause ruts and make it unusable for ordinary road bicycles, then they should be prohibited. |
| (107) As an individual (Wantage) | <u>MV & Horse Carriage Drivers Restriction</u> - Support - Improving the off-main-road cycle route from Wantage to Harwell would allow me to cycle to work without holding up the traffic on the A417 (and to cycle more safely!). <u>MV Restriction</u> - Support - No comments |
| (108) As an individual (Wantage) | <u>MV & Horse Carriage Drivers Restriction</u> - Support - I strongly support these proposed restrictions as a cyclist who would like to use the Icknield Way route across the Ginge Brook bridge. The improvement of this surface will aid cyclists significantly, as currently, the clay-based soil on the steep banks either side of this bridge will build up on any part of the cycle coming into contact with it, whenever the soil is wet. I have a number of times needed to partially dismantle my bicycle to remove caked clay/mud on wheels that have become obstructed. Re-grading these steep banks and reinforcing the bridge would be most welcome also. Motorised vehicles such as motorbikes and 4x4s cause significant rutting and other surface disruption leading to rather dangerous routes for cyclists. Restricting their use would reduce wear and tear and make the routes safer for other users. <u>MV Restriction</u> - Support - No comments |
| (109) As an individual (Ardington) | <u>MV & Horse Carriage Drivers Restriction</u> - Support - It would be wonderful to make this section of the Icknield Way commutable for cyclists. I have commuted between Grove and Harwell Campus and now Ardington and Harwell Campus and have often thought it is such a pity, and missed opportunity, that there is a public byway providing a much more direct route than is possible today, except that it is impractical to use by everyday cyclists. One of the main reasons for this is that the Ginge Brook crossing is virtually impassable and is dubbed "The Bridge of Doom" by the local mountain biking community. Damage to the surface from motorised vehicles has a big role to play in making it impassable and would prevent a better surface from being maintained on any future cycle path, therefore limiting their access would be important for opening this up as a cycle route. By providing a much more direct cycle route than is possible today, I believe it would also provide a viable alternative for some of the cyclists that use the Reading Road, which, in rush hour, is both dangerous and causes delays. |


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| | <p><u>MV Restriction</u> - Support - This section of the byway is, in my experience as a cycle commuter to Harwell Campus, rideable on a hybrid or mountain bike, but the surface is so poor to make it a very uncomfortable and slow experience and, therefore, not a practical alternative. When I have tried it, I have rattled and bumped along it so much I have been concerned about damage being done to my computer in my pannier! It is not viable at all when wet and muddy. It is heavily rutted, presumably by motorised vehicles, making it very difficult to ride. Preventing motorise vehicles would presumably be necessary for the maintenance of a rideable surface on this section of byway.</p> |
| (110) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - No comments</p> <p><u>MV Restriction</u> - Support - No comments</p> |
| (111) As an individual (Grove) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - It's fun to bounce down a muddy track in a 4x4 or on a trail bike. But with the surfacing you propose for the Icknield way-based cycle route, experience shows that allowing recreational motor vehicle use will rapidly render the surface unsuitable for cyclists. Given the money you are spending on making a dedicated cycle route it would not make sense to allow it to be spoilt in this way. If you were to spend lots more money and surface the route in a way that made it withstand motor vehicle use and still be smooth enough to cycle on, that still wouldn't keep everyone happy. Driving down such a smooth, dry road is no fun for recreational users.</p> <p><u>MV Restriction</u> - Support - As above. Forgive me if I have remembered the details of the proposed cycle route incorrectly.</p> |
| (112) As an individual (Wantage) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - No comments</p> <p><u>MV Restriction</u> - Support - No comments</p> |
| (113) As an individual (Grove) | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - No comments</p> <p><u>MV Restriction</u> - Support - No comments</p> |

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| <p>(114) As an individual (Wantage)</p> | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - As a local resident and keen walker I see this BOAT as an important route for walkers, cyclists, horse riders as well as disabled users. There are serious safety risks and certain damage to the surface of the BOAT from usage by motorised cycles or vehicles -other than disabled - as seen on stretches of the much wider Ridgeway in the past.</p> <p>It is a route that can see development as a part of a safe cycle route between Harwell West Hendred and Wantage - with appropriate restrictions.</p> <p>It is also one of only three cross routes between West Hendred & Ardington - the other two being footpaths each having stiles which prevent use by both children on bikes (with their parents) or teenagers on cycles wishing to travel between the adjacent villages. This BOAT has important potential for them.</p> <p>A major problem for all users currently is the safety of the slope down to the Ginge Brook on the WH side at the bridge over the brook. This needs serious planning and investment if the BOAT is to fulfil its potential for walkers, cyclists, horse-riders and the disabled. Regular use by motorised cycles or vehicles at this point would in my opinion seriously limit (at minimum) and probably largely prevent most or all public use as described above.</p> <p><u>MV Restriction</u> - Support - As a local resident and keen walker I see this BOAT as an important route for walkers, cyclists, horse riders and well as disabled users. There are serious safety risks and certain damage to the surface of the BOAT from usage by motorised cycles or vehicles -other than disabled - as seen on stretches of the much wider Ridgeway in the past. This BOAT is not an appropriate route for motorised cycles or vehicles in my opinion.</p> <p>It is a also a route that can see development as a part of a safe cycle route between Harwell, West Hendred and Wantage - with appropriate restrictions related to shared usage.</p> |
| <p>(115) As an individual (Wantage)</p> | <p><u>MV & Horse Carriage Drivers Restriction</u> - Support - These improvements to the Icknield Way will provide a new cycle commuting route to Wantage and Grove from the Harwell Campus and beyond as well as an improved community amenity . Wantage and its surrounding villages are growing and the provision of a more direct cycle route to Harwell and Didcot as an alternative to car use and cycles using the A417 is very much required. Having been involved in an accident on the A417 while cycling which resulted in injuries to me, I very much approve of the plan to increase cycle routes in this area. Motor vehicles and horse drawn carriages will damage the type of surface proposed for the route. If this results in cyclists not using the route, that would defeat the object of this improvement work and require higher maintenance costs, which the county can ill-afford. This area has been damaged by vehicle use in the past and this</p> |

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| | <p>has made the surface hazardous for cyclists, walkers and horse riders.</p> <p><u>MV Restriction</u> - Support - Motor vehicles break up the surface and this will deter cyclists from using the route. This is an important cycle route connecting Wantage & Grove to the Harwell Campus and beyond, an all season surface is needed with the confidence that cyclists, walkers and horse riders can use it safely with out being intimidated by motorised traffic.</p> |
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Lockinge and West Hendred Traffic Regulation Order – Formal Consultation.
Officer comments on representations containing inaccurate or incomplete statements

This document lists those representations in date-received order where there are points considered to be inaccurate or incomplete, along with officer explanatory or counter comments about these. For longer comments the point the comment relates is shown with bold text.

| No. | Made by Initials and date or Response number | Comment/part-comment containing inaccuracy or incompleteness | Explanatory Officer comment |
|-----|--|---|---|
| 1 | CR_15082019 | I attach a photo of horses being driven down a slope to show you it can be done and regularly is by carriage drivers  | The slope in the image is understood to be of competition 'trials' circuit operated under controlled conditions of use and without shared use. This does not reflect the uncontrolled and shared nature of PRoW |
| 2 | 739595 | As a principal, I object to any right of way being obstructed when a user has rights to use it. I recognise there are reasons why temporary obstructions will be required but in this case, as a horse carriage driver, a permanent TRO appears to be required as the BOAT/RB is deemed unsafe for motorised vehicles and carriage drivers. This appears to have arisen due to past actions related to the re-classification of a RUPP and the failure to provide a bridge to the correct specification to allow all users to cross a stream. This is a convenient excuse to request a permanent TRO rather than correct errors of the past. | The TRO is not proposed as a means of avoiding providing a crossing to the correct specification. It is the safety and engineering aspects of the crossing and slopes that are the key issues |
| 3 | 739595 | As an update, on further inspection of the relevant map, are you seriously suggesting that the TRO alternative route, all on roads via East Ginge, is suitable for a horse carriage? Can I suggest this is re-visited and further consideration for the replacement of the bridge is made rather than subject vulnerable users to a considerably less safe route. | There is no evidence to suggest that the minor road from Ginge Road to Well Street is less safe. |
| 4 | 742479 | The Highway Authority make no effort to offset the loss of amenity that vehicle users are obliged to suffer, notwithstanding that in all likelihood they will in reality be funding the proposed works. | The project is being funded through the LEP |
| 5 | 742479 | The steep grade issue is evidently the result of recent tipping of soil and is therefore straightforward to remedy | There's no record of tipping/dumping soil from the field. If it had happened it is expected it would have reduced the |

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| | | | gradient and blocked the bridge |
| 6 | 742479 | <p>The Highway Authority's policy towards legitimate use of BOAT by motor vehicles and horse carriage drivers (vehicles) is unreasonable insofar as it is one sided and therefore unfair.,,.,.</p> <p>.....In fact the general shared use situation is being systematically made worse by the ongoing policy of banning vehicles on increasing numbers of BOATS, increasing the potential for conflicts of interests between various users of BOATS that remain fully open to vehicle use.</p> | <p>This TRO is not establishing a policy. It is a proposed course of action for a specific route.</p> <p>The is no ongoing OCC policy to ban vehicles on BOATS</p> |
| 7 | 742992 | <p>The proposed alternative routes for MPVs guides us onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible.</p> <p>Note that this point is made by a number of motorcycle users responding to this consultation</p> | <p>The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417</p> <p>Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc</p> |
| 8 | 742992 | <p>The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be used for a greater good elsewhere?</p> <p>Note that this point is made by a number of motorcycle users responding to this consultation</p> | <p>The funding was secured from OxLEP for cycle schemes only</p> |
| 9 | 742984 | <p>What evidence do you have to justify restricting access to just one specific user group?</p> | <p>Three user groups are being affected for Part A and two user groups for Part B</p> |
| 10 | 742984 | <p>I am also a car user and I would think the money would be better spent on repairing the abysmal condition of your highways, which it has to be said, is a National Scandal.</p> | <p>The funding was secured from OxLEP for cycle schemes only</p> |
| 11 | 743589 | <p>It is not safe to divert small trail motorbikes onto the main A417 road alongside cars and lorries.</p> | <p>The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417</p> <p>Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc</p> |
| 12 | 743961 | <p>In a later reclassification, the track became a BOAT, which now means that if you want to replace the bridge, you have to build it to BOAT specifications. And</p> | <p>There is no requirement to provide a replacement bridge for MPV use</p> |

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| | | allowing for cars to cross it increases costs dramatically. | |
| 13 | 743961 | There already is an existing cycle route connecting Wantage to Harwell. It is quite a bit longer and thus not as convenient for commuters to Harwell, but it does not use any byways. | The existing NCN 544 uses Wanatage Restricted Byway 391/18 from Lark Hill which leads to Lockinge Byway 285/5 |
| 14 | 743961 | The proposed alternative routes for MPVs guides motorcyclists onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible. | The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417 Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc |
| 15 | 743961 | The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be better used to improve other roads? | The funding was secured from OxLEP for cycle schemes only |
| 16 | 744415 | If vehicles are banned on these byways the proposed new bridge across the Ginge Brook will not have to be of such robust construction thereby saving the project a considerable amount of money-very biased indeed. | It is the environment and land constraints along with CMD requirements that inform the TRO |
| 17 | 744392 | The idea that you think it's a good idea to build a giant steel monstrosity of a bridge across a beautiful stream which already has a perfectly usable bridge is terrible. | The current bridge is at the end of its serviceable life and has to be replaced |
| 18 | 744392 | I cannot believe the council has money to spend on ruining a beautiful BOAT/bridleway but no money for the Wantage sport centre. | The funding was secured from OxLEP for cycle schemes only |
| 19 | 744392 | It's beyond commuting route for the majority of cyclists. | It is well within commuting range and is one of the routes requested by cycle commuting users |
| 20 | 744392 | [...I use the route regularly to commute to Rutherford Laboratory and have done for the past 15 years. I use my Motorcycle sometimes but predominantly my Mountain bike.] As above I object to messing with the BOAT bridleway as a cycle route. The BOAT dead ends, so when using my motorcycle I don't use it anyway. | Not clear how the user has commuted to Rutherford Laboratory by motorcycle without using this route |
| 21 | 744364 | Despite being a "cul de sac" due to previously mentioned ineptitude in preserving existing rights, this route should remain with BOAT status so that should the opportunity arise in the future to reassign vehicular rights on the current RB, there is an established starting point for discussion. | No 'claim' to upgrade the restricted Byway or to extend the Byway has been submitted so there is no opportunity to use the DMMO process. Prior to 1983 the Icknield Way was on a different alignment and did not use all of the current trackway. |
| 22 | 744579 | I object on the basis that I use this BOAT on a regular basis and it provides access to a | The Restricted Byway section (part B) |

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| | | network of BOATs within the South Oxfordshire area and beyond. | does not lawfully provide access to a network of BOATs for MPVs |
| 23 | 744574 | 8) The proposed alternative routes for MPVs guides us onto the busy A417. Surely this is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible. | The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc |
| 24 | 744574 | 10)The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be used for a greater good elsewhere? | The funding was secured from OxLEP for cycle schemes only |
| 25 | 744644 | If a new bridge is constructed over Ginge Brook to accommodate the new cycle way, the route will be just 1.4km shorter than the current route. At a conservative commuting cycling speed (20km), this new route will save just 4 (four) minutes when compared to the current route. There is not enough users (current of projected) to give value for money. Regardless of whether the funding is coming from the OCC or OxLEP, the Council has a duty to ensure that public money is spent appropriately; this new route, and specifically the new bridge, is a waste of tax-payers money. | The new route will provide c3.4km of traffic free route (measured between West Lockinge and Newbury Road) compared with c1.1 km for current NCN 544 route. The new route is shorter and more direct and passes closer to residential, tourism and business locations which will create more opportunities for car-free travel choices and meet needs |
| 26 | 744644 | Illegal and/or irresponsible riding will happen whether or not you impose a TRO limiting legal use of these BOATs, therefore imposing a TRO is pointless. | TRO enables access control structures and signing to be installed on BOATs and enable additional Police action |
| 27 | 744680 | Recreational motorcycling is of great benefit to my wellbeing and is a great way to access the countryside, extending my range beyond what my health allows me to achieve by bicycle. | The TRO will not restrict access to electrically-assisted pedal cycles |
| 28 | 744919 | The proposed alternative routes for MPVs guides us onto the busy A417. Which is not an acceptable alternative for trail bikes. Motorcycles are vulnerable road users too (as statistics prove), and making our often smaller engined bikes join such a busy road is irresponsible. | The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs |
| 29 | 744919 | There already is an existing cycle route connecting Wantage to Harwell. It is quite a bit longer and thus not as convenient for commuters to Harwell, but it does not use any | The new route is shorter and more direct and passes closer to residential, |

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| | | byways. Still, it is a lovely ride, away from main roads, and perfect for family outings. | tourism and business locations which will create more opportunities for car-free travel choices and meet needs The existing NCN 544 uses Wanatage Restricted Byway 391/18 from Lark Hill which leads to Lockinge Byway 285/5 |
| 30 | 744919 | The cost of this cycle route is considerable, especially when Oxfordshire's road network is in such an abysmal state. Surely the funds can be used for a greater good elsewhere. | The funding was secured from OxLEP for cycle schemes only |
| 31 | MB_12092019 | It may have escaped the county council's notice, but there is already an existing cycle route between Wantage and Harwell Campus, which does not use any byways. So why is there a need to spend a considerable amount of funds on creating yet another cycle route when the road network in Oxfordshire is in such a dire state? Oxford County Council should rather spend that money on filling some potholes and improving the miserable conditions of the local roads. Speaking of roads, the proposed alternative routes guide me onto the busy A417, exposing me on my small engine trail bike to fast and heavy traffic, which is dangerous and simply irresponsible. | The existing NCN 544 uses Wanatage Restricted Byway 391/18 from Lark Hill which leads to Lockinge Byway 285/5 The funding was secured from OxLEP for cycle schemes only The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs |
| 32 | DW_12092019 | Electric cycles, are now faster and are heavier than standard mountain bikes, we surely will soon see the switch of use from petrol to electric motorcycles for many users. So the differences between the two categories of vehicles will become increasing slight. | The TRO will not restrict access to electrically-assisted pedal cycles |
| 33 | NC_12092019 | I understand that there is an issue with the bridge over Ginge Brook and if the BOAT is kept open to motorised vehicles will require widening | The bridge plus stream corridor access slopes are the key limiting factors |
| 34 | SP_11092019 | Finally I have to question the statements about the width of the byways. I ride all over the UK and abroad. The current width of 3.6 metres is more than adequate to accommodate traffic of any kind in either direction at the same time. | This doesn't accord with the engineering assessment by WSP and the standards for shared use routes |
| 35 | 745127 | Whilst I may understand the objection for 4 wheel vehicles, I believe that the points raised in the consultation do not apply to trail-style motorbikes. Trail style motorcycles are low capacity machines , and have used the route without conflict with other users for decades. | It is not possible to introduce a TRO governing engine capacity. Trail and Adventure motorcycles capable of being used on rough terrain unsurfaced routes can exceed 1200cc |

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| | | Note that this point is made by a large proportion of motorcycle users responding to this consultation | |
| 36 | IL_13092019 | If anything, I feel it is the OCC who is acting in an careless manner by suggesting that, as an alternative route, I should go on the busy A417. Surely this is not an acceptable alternative for small engined trail bikes! It is no secret that motorbike riders are vulnerable road users (RoSPA, Common motorcycle crash causes, November 2017), and suggesting little trail bikes should join such a busy road is totally irresponsible . | The only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417. Part B route is not lawfully available as a through route for MPVs |
| 37 | IL_13092019 | The added bonus would be that the funds you save by not creating this new cycle route could be spent on improving Oxfordshire's public road network, which is in a truly abysmal state | The funding was secured from OxLEP for cycle schemes only |
| 38 | CL_10092019 | <p>I gather that it is the councils intention to spend £750,000 on a cycle route and you fear that if cyclists feel there is a chance of meeting a motorcycle (anything motorised that is larger cannot cross the wooden bridge) on a section of the route that is less than half a kilometre long they will be deterred. Yet nearly a quarter of the 8 km route is on public roads.</p> <p>On the other side of East Ginge another private road passes alongside Ginge Brook, crossing the said byway and leads up to Red Barn and through to Ardington or West Hendred. Surely with such a simple alternative before you even consider spending such a huge amount of taxpayers money on what appears to be something of a vanity project that is to be used by a very small number of users, you have a duty to ascertain what the cost are of leasing rights for a cycle route along this track may be.</p> | <p>The new route will provide c3.4km (72%*) of traffic free route (measured between West Lockinge and Newbury Road) plus road section of 1.4km through Ardington (* of total c4.7km), compared with c1.1 km (19%*) for current NCN 544 route and road section of 4.8km (* of total 5.9km)</p> <p>The new route is shorter and more direct and passes closer to residential, tourism and business locations which will create more opportunities for car-free travel choices and meet needs</p> <p>This route is not shorter or closer to communities so was not looked at</p> |
| 39 | Green Lane Association (GLASS) | It is noted that the Council accepts that it caused an obstruction of the route to vehicles through the provision of an unsuitable bridge at Ginge Brook, whilst this is regrettable it is not insurmountable. | The bridge is a bridleway bridge built to a specification and in the only place that it could be constructed without impacting on the stream corridor. It was built when the route was a CRB/RUPP so there was no obstruction to MPVs. It is acknowledged that a TRO could perhaps have been put in place when the route changed to BOAT – but |

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| | | | there was no requirement to provide for MPVs. |
| 40 | Green Lane Association (GLASS) |the Council can then apply itself to the problem in hand and resolve this by either replacing the bridge with a suitable multi user bridge or alternatively provide a separate bridge for the use of walkers, cyclists and horse riders, located to one side of the crossing point, and then construct or reinstate a ford to allow the passage of vehicular traffic. | There is no space to provide a NMU bridge alongside a ford and a suitable slope access that meets CMD requirements |
| 41 | Green Lane Association (GLASS) | As previously discussed there are a number of options open to the Council, the current approaches to the crossing and the bridge itself are, I understand, inappropriate for horse or cycle use and will have to be reengineered | The current bridge and its approaches are not inappropriate, it is just at the end of its serviceable life. |
| 42 | Green Lane Association (GLASS) | Alternatively, and arguably more appropriately, the Council could use its powers under Sections 25 or 26 of the Highways Act 1980 and either enter into an agreement with the relevant landowner(s) to create a right of way running alongside the existing Byway as far as the proposed new right of way leading North towards Red Barn or, in failing to reach such an agreement, to simply create one. The case for such a creation having already been made by the objectives of the SVCN project. | There is no space to provide an additional route over the Ginge Brook and alongside the byway |

September 2019

Paul Harris
Principal Officer Public Rights of Way Access Strategy
Oxfordshire County Council
Planning & Place/Environment & Heritage

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Icknield Greenway Traffic Regulation Order – Formal Consultation

Officer comments on Trail Riders Fellowship Objections

This document provides officer commentary on each of the Trail Riders Fellowship (TRF) grounds for objection and the supplied proposals for alternatives. The TRF's full response is attached to the end of this commentary

1. Notice of Proposal inconsistent with draft TRO and Statement of Reasons

It is reasonable to expect that the component parts of the consultation will be read in conjunction with each other. Although the draft order doesn't exactly match the Notice of Proposal or the Statement of reasons this is not considered to be significant, as those two parts of the consultation do include agricultural and other access. No respondent apart from the TRF brought this mismatch to OCC's attention nor did they express uncertainty.

2. Restriction of "Carriage of any description"

See previous response.

3. Lack of certainty that disabled motorcyclist exempted from restriction

All qualifying 'invalid carriages' for registered disabled people will be able to use the route. If users with disabilities have issues when the route is open OCC will consider how it can make reasonable adjustments

4. Displacement of responsible motorcycle traffic and failure to have regard to logical alternative route/having regard to illogical alternative route

The reference to the logical route from Wantage to West Ginge for Plan A is rejected as that route includes a section of Restricted Byway. The only lawful access route is via the A417. The reference to the logical route in Plan B is rejected as that route includes a section of bridleway. The only lawful access route is via the A417. Note that the only way to access the route at the moment for MPVs from outside Ardington, West Hendred and East Hendred is by using the A417

5. Failure to properly address section 3 Road Traffic Act 1984

Refer to response in point 1. Access for agricultural vehicles will be infrequent as there are alternative farm routes.

6. Failure to comply with The Openness of Local Government Bodies Regulations 2014

The TRO item for Cabinet Member for the Environment is the only decision that the Regulation covers. Additional background information was supplied to the TRF to help them with their representation and all relevant documents will be included on the decision meeting's webpage.

7. Reliance on the Construction (Design and Management Regulations 2015)

This objection does not take account of the responsibilities for Principal Designer and Client roles in ensuring construction schemes are reasonably safe. Based on the assessment undertaken by WSP, OCC is satisfied that a reasonable approach is being taken.

8. Flawed consideration of alternative options

The options considered in the internal working document, supplied to the TRF as additional background information to help the TRF with their representation were not decision documents. The views about options have been of use in compiling the report.

9. Bias

OCC is delivering a promoted greenway and it has had assessments that say standards cannot be met and some uses have to be restricted. The duty to assert and protect public rights is about preventing and rectifying unlawful interference and is not intended to obstruct lawful procedures that affect some public rights of way. Access is proposed to be restricted for some users because of constraints and not because of politics or ideology. A Public Inquiry is not considered necessary.

10. Alternatives to proposed TRO

i. Exemption which allows for the road to be used by motorcyclists (and carriage drivers) who have been issued with a permit

A permit system requires establishing, monitoring, 'policing' and reviewing amongst other controls. It does not provide for access at the immediate point of demand and so is not convenient to non-TRF members or people who are not local. The permit also needs a control system (PIN, code, lanyard etc) that needs management to avoid unauthorised duplication and misuse. A justified full restriction provides fair and consistent levels of restriction and understanding by the public

ii. Exemption for TRF, ACU and VMCC to hold safety rallies for motorcycle access, pursuant to regulation 5 of the Motor Vehicles (Competition and Trials) Regulations 1969

This is not considered necessary as any application for rallies or other events could be anyway be considered by OCC on a case by case basis including landowner cooperation for providing access for necessary first aid, parking, recovery and other services.

iii. Exemption to allow for TRF members to have organised access across the road for the purposes of performing litter pick events

Whilst the commitment by the TRF to reducing impacts on the environment is welcomed, litter is not a problem in the area and a standing exemption to allow motor vehicle access for organised litter picking event is not considered necessary. Any request litter collecting or route management works could be anyway be considered by OCC on a case by case basis including landowner cooperation for providing access for necessary first aid, parking, support vehicles and other services.

Paul Harris
Principal Officer – PRow Access Strategy
Oxfordshire County Council

19 September 2019

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Trail Riders Fellowship
Third Floor, 218 The Strand
London
WC2R 1AT

15th September 2019

OXFORDSHIRE COUNTY COUNCIL
(ARDINGTON, LOCKINGE, EAST HENDRED AND
WEST HENDRED - ICKNIELD WAY BYWAY)
(PROHIBITION OF MOTOR VEHICLES AND CARRIAGES) ORDER
20**

Dear Sirs,

The Trail Riders Fellowship ("TRF") writes in response to a Notice of Proposal to make the above-named traffic regulation order ("TRO").

We appreciate Oxford County Council ("the Council") Email of 16th August 2019, in which the TRF was afforded an extension to respond to the proposals.

With reluctance, TRF objects to the proposed TRO. We are disappointed to have not been afforded an exemption for responsible motorcycle access within the proposed TRO, that would have secured our support for such an intelligent TRO that can readily deliver a substantial improvement for equestrian and cycling interests as part of the Science Vale Cycle Network ("SVCN") project.

We remain of the view that the SVCN can successfully be delivered and meet its aims of improving non-motorised access in circumstances where there is a degree of shared road use with responsible motorcycle traffic and horse drawn vehicle traffic.

We offer the Council the following grounds of objection and recommend alternative solutions, as a means to successfully deliver the SVCN aims without incurring avoidable, unnecessary, and absolute detriment to the interests of road-users restricted by the proposed TRO.

We object to the proposed TRO, insofar as it restricts the responsible use of motorcycles, horse drawn vehicles, and motor vehicles used for access and land management.

1



Grounds of Objection

Notice of Proposal inconsistent with draft TRO and Statement of Reasons

The Notice of Proposal and Statement of Reasons is substantially inconsistent with the draft TRO, to the extent that it is highly likely to mislead laypersons who make, or may have made, representations or objections in respect of the proposals or who would otherwise be potentially affected by the making of a TRO.

The draft TRO provides for the restriction of all motor vehicles and carriages but does not expressly provide an exemption for motor vehicles (and carriages) used for the purposes of accessing premises or for land management. Such use might only be possible with the consent of the Council or a Police Officer in Uniform, pursuant to clauses 3 or 4 of the draft TRO.

However, there is no guarantee or safeguard within the provisions of the draft TRO to ensure that such consent would be granted or that it would not be unreasonably withheld. Further, there is considerable scope for the Council to grant consent for unconditional and unlimited access for the purposes of land management and access to premises. Such a possibility is highly material to the issue of the Council proposing to inflict absolute detriment on the interests of responsible motorcyclists and of drivers of horse drawn vehicles.

2

The Notice of Proposal states:

“Use will continue to be permitted for pedestrians, cycles, horses, disabled persons wheelchairs and powered mobility conveyances, and for access by agricultural land users, highway maintenance vehicles and refuse collection.”

As we read that statement, there is a clear inference that prospective motor vehicle and horse drawn vehicle traffic for the purposes of access, refuse collection and land management will be facilitated on an identical basis as provision for non-motorised users. The presentation of the proposed TRO serves to confuse the layperson. Further, there is a lack of clarity as to the intended volumes of traffic that may be permitted in consequence of a consent being granted.

In the absence of certainty and clarity, it is reasonable to assume that volumes of motor vehicle traffic for the purposes of land management, access and refuse collection will vastly exceed the very low volumes of responsible motorcycle traffic and horse drawn vehicle traffic.



That likely circumstance is highly material to the Councils absolutist position of stating that shared use (with responsible motorcyclists and horse drawn vehicles) is “incompatible”, “not considered safe or appropriate”, and that intended construction is not “well-suited” for such use.

Restriction of “carriage of any description”

The draft TRO imposes a restriction on “carriage of any description” and then provides for some limited exemptions. The product is to prohibit all carriages that do not benefit from the limited exemptions.

The definition of carriage extends to pushchairs, scooters, bicycle trailers (whether or not drawn by a pedal-cycle), sledges, wheelbarrows, hand-carts, and wheelie bins. The proposed TRO would operate to restrict the use of such carriages. We say that this is as equally unfair as the prohibition of responsible motorcyclists and horse drawn carriages.

Lack of certainty that disabled motorcyclists exempted from restriction

Clause 6(4) of the draft TRO operates to disapply restrictions from and motor vehicle, horse drawn vehicle or carriage of any description which is:

“.... a wheelchair, or similar conveyance powered by any means for use by a disabled person or persons.”

3

As we read the exemption, it is broad enough to facilitate the continued use of the road by TRF’s disabled members responsibly riding motorcycles. We would most certainly reserve the right to defend our disabled members in the event that they were prosecuted for an alleged contravention of the TRO.

But we would prefer the Council to better clarify that TRF’s disabled members are exempt from the restrictive provisions of the TRO insofar as they apply to motorcycles. Doing so would avoid unnecessary risk of confusion and the likelihood that our disabled members would be bullied out of the countryside in circumstances where they cannot enjoy accessing the road by non-motorised means.

Displacement of responsible motorcycle traffic and failure to have regard to logical alternative route / having regard to illogical alternative route.

We refer to the proposed TRO plans:

A - Icknield Way (BOAT) MPVs & Carriage Drivers Prohibition - CONSULTATION PLAN (“plan A”)

B - Icknield Way (BOAT & RB) MPVs Prohibition - CONSULTATION PLAN (“plan B”)



Both of the plans identify alternative routes, but the routes identified are not the logical choice for responsible trailriders enjoying the traditional and proper rural pastime of motorcycling on minor unsealed roads in the countryside.

The logical choice would be based on East – West travel, within the vicinity of a green road (i.e. a public motor road that has an unsealed surface and is recorded as a BOAT and/or Unclassified County Road).

For plan A this would be the BOAT leading to West Lockinge from Wantage. Travelling from the East end of that BOAT, the logical choice is to ride through Ardington and join the A 417 to West Hendred, where two BOAT's are located.

For plan B the choice would be to ride the cul-de-sac BOAT by “the mill” in West Hendred and then the short BOAT in East Hendred.

Both alternatives displace responsible motorcyclists, who are classed as vulnerable road users, onto a busy A road. The alternative route is less safe than the Icknield Way and has much less amenity for the purposes of trailriding.

It is not necessary to inflict an absolute restriction as per the proposed TRO, with the result that responsible trailriders are displaced onto more dangerous roads that aren't green roads and thus not suitable for trailriding.

Failure to properly address section 3 Road Traffic Regulation Act 1984

4

It is unclear from the TRO process as to whether vehicle access to premises will ultimately be denied for more than 8 hours in a 24-hour period. The draft TRO does impose such a restriction, but the matter is confused by content in the Statement of Reasons and Notice of Proposals.

There is a lack of certainty as to the Council's intentions. We have serious concerns that there is a lack of transparency as to the prospective management of the road for the purposes of access and how such matters were factored into the decision to approve the publication of proposals to make a TRO.

We express serious concerns as to the rationality and propriety of the Council deciding to propose a TRO that purports to restrict access traffic for more than 8 in 24-hours, for the purposes of section 3 Road Traffic Regulation Act 1984, in circumstances where it is unclear as to whether such traffic will benefit from the Council granting consents that result in no meaningful restriction at all.



Failure to comply with The Openness of Local Government Bodies Regulations 2014

We refer to our concerns raised in previous correspondence with the Council in respect of this issue, which concerns we repeat and should be regarded as incorporated in this present objection.

The Openness of Local Government Bodies Regulations 2014 (“the 2014 Regulations”) are intended to provide the public with a safeguard to promote transparency and openness in matters of the Council making decisions. Compliance with the 2014 Regulations performs an important function in the overall process of making a TRO, as it should result in the publication of decision records and background papers pertaining to the decision to publicise proposals to make a TRO before the proposals are published and the window for making statutory objections is open.

The availability to the public of such background documents and decision records can usefully inform their objections.

The Council has provided TRF with some background documents but has not provided a decision record, despite our formal request.

Further, it is apparent from the Council’s response to date that certain documents are not being made available to TRF and the wider public, for example the response from Thames Valley Police. We say that such a document is highly likely to be both a background document for the purposes of the 2014 Regulations and that it is likely to be material to the TRO process.

5

The effect of this is to unfairly deny TRF and the wider public the opportunity to make an adequately informed statutory objection that addresses the Thames Valley police response and the Council’s reliance upon that to pursue an absolutist approach in respect of imposing an unnecessary restriction on responsible motorcyclists and horse drawn vehicles.

We are of the view that the failure to comply with the 2014 Regulations has arisen through one of the following possibilities:

1. The Council failed to create a decision record/does not hold relevant documents and failed to inform TRF of its contravening the Regulations.
2. A decision record was created or can be created, and relevant documents are held but the Council has failed to provide TRF with copies and has a reasonable excuse.
3. A decision record was created or can be created, and relevant documents are held, but TRF is not being provided with copies as a result of a person intentionally obstructing access to those documents without reasonable excuse.



We express our serious concerns that the present circumstances are detrimental to public confidence in the Council and the propriety of the present TRO process.

Reliance on The Construction (Design and Management) Regulations 2015

It appears to TRF that the decision to pursue the proposal to impose the most extreme option of a total and permanent prohibition of responsible motorcycling and of carriage driving, is founded upon reliance on The Construction (Design and Management) Regulations 2015 ("CDM") and the need for compliance with the same.

But the CDM are concerned with Health and Safety at Work legislation and safety on construction sites. There is no express provision in the CDM that prohibits the possibility of the shared use of the TRO roads or otherwise precludes or prejudices the shared use of the ford or bridge at Ginge Brook.

Bridlepath width bridges are not uncommon on byways and other green roads, with or without a ford. We would draw the Council's attention to Sessingham Lane, along The Weald Way promoted route in East Sussex. Sessingham Lane includes a narrow bridge of approx. 1.5m width – too narrow for two horses to pass. There is no fording point where the bridge carrying the carriageway crosses the River Cuckmere, yet this promoted route has been successfully shared with responsible motorcyclists for many decades.

Barmouth bridge, at c.700m long and also of narrow width, has also been successfully shared with responsible motorcyclists for more than a century.

TRO's are very flexible and can be used to ensure that motorcyclists do not use the bridge, or that they are only wheeled over with the engine switched off, and subject to giving way to all other traffic.

We would reinforce our concerns that a meaningful consideration of design and management of the bridge/ford cannot be properly performed in circumstances where there is a substantial lack of certainty as to the position in respect of motor vehicle traffic for the purposes of access. Notwithstanding those concerns, we would make the observation that any bridge or ford capable of sustaining and safely accommodating a mix of pedal cycle and equestrian traffic can also safely accommodate responsible motorcycle traffic. There is no evidence within the TRO process to the contrary, in circumstances where there is evidence of long established and successful sharing of the existing bridge and ford.



Flawed consideration of alternative options

We refer to the document entitled “TROissuesandoptionsappraisal_final15July2019” (“Options Document”).

The rationale for choosing option 1 is only sound in circumstances where there is a genuine effort on the Councils part to ensure that consultees are provided with sufficient information to allow for intelligent consideration and response. But, as we read the Statement of Reasons, draft Order, Notice of Proposals and TRO Plan, the exercise appears to be intended to defend a desired outcome of causing absolute detriment to the interests of responsible motor cyclists and carriage drivers, rather than as an open-minded approach to the prospective exercise of TRO powers. This is clear from the face of the Statement of Reasons and Notice of Proposals, which are rendered moribund by the infection of absolutist terms (used to convey *opinion* rather than fact), such as “not compatible to share”, “not well-suited”, “not considered safe or appropriate”, directed at motor cyclists and carriage drivers. The TRO process is absent of evidence to support such opinion – certainly insofar as it is public facing for the purposes of consultation and allowing for statutory objections to be made.

Our concern in respect of option 1 is further reinforced by the Council failing to comply with the 2014 Regulations.

Option 2 (“Abandon TRO 1 completely”) is rejected on the basis that “...it would place the whole scheme at risk...”. The reasoning demonstrates that the Council is not impartial in this matter, clearly adopting a position where it elevates the interests of the purported beneficiaries of the scheme to a special position, to the absolute detriment of the interests of other legitimate road users.

Further, the assertion re need for planning permission and a s.247 stopping up is plain wrong. The present bridge is not necessarily an unlawful obstruction. Indeed, it could be properly regarded as a reasonable adjustment to facilitate disabled access. We would draw the Councils’ attention to provisions of the Highways Act 1980 that provide powers to improve highways and that “diminishment” does not preclude the construction of a bridge from being an “improvement”.

Option 3 (“Abandon TRO 2 completely”) the reasoning is flawed as the powers available via a Public Space Protection Order (PSPO) allow for the use of bollards and other barriers to enforce restrictions on traffic. It is possible to use a PSPO to restrict traffic as a means to address issues of fly-tipping and hare-coursing.



Options 4 and 5 (width restriction TRO/motorcycle exemption). The assertion that “OCC’s primary role is to ensure user safety on a newly constructed and promoted facility” is plain wrong as a matter of fact and law.

The Council is subject of the duty set out in section 130 of the Highways Act 1980. That duty applies to all highways that the Council is responsible for as the highway authority. Further, as a traffic authority, the council owes a statutory duty (the Network Management Duty) in respect of the entire highway network. In exercising TRO powers, at the point of making a TRO, the council is required to satisfy duties owed under section 122 of the Road Traffic Regulation Act 1984. All the statutory duties apply *equally* to all road users. The legislation does not say that some users are more equal than others, nor does it say that there is an acceptable increase in mortality rate for motorcyclists displaced to more dangerous A roads by ill-conceived TRO’s.

The TRO as proposed does not eliminate risk as the intention appears to be to allow motor vehicles to continue to use the road for access. It is apparent that the Council contemplates exposing non-motorised users to risk and, sensibly, recognises that its role is to manage risk rather than eliminate it. That approach can accommodate a degree of responsible use of the road by motorcycles. Indeed, it is foreseeable that those accessing premises may do so by motorcycle.

Speed and noise are a factor and the TRO process contain no evidence to demonstrate that responsible motorcycle access by TRF members is a problem. Further, the Council has evidence to demonstrate that use of the routes by motorcycles is very low and that the route has successfully shared with responsible motorcyclists.

The TRO can be modified to facilitate a degree of responsible motorcycle access subject to conditions. It is not a binary choice between no motorcycle access and unregulated motorcycle access.

Option 6. The turning area of a motorcycle is less than that for a horse or bicycle and trailer. There is no need to construct turning areas for motorcycles. However, the suggestion of a dead – end route for motorcycles is absurd in the present and prospective circumstances where it is safe, appropriate and proper to use either the ford or bridge.



Statement of Reasons

The Statement of Reasons does not expressly identify the statutory purpose for which the TRO is being proposed. As we read the Statement of Reasons, the identified purpose appears to be for section 1(1)(a) of the Road Traffic Regulation Act 1984:

“for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or”

The Statement of Reasons sets out the aim of the TRO as thus:

“....the proposed measure is aimed at ensuring that danger is minimised....”

The Statement of Reasons refers to other matters and a footnote of statutory purposes that have been *considered* but does not assert that any of those are aims of the TRO or otherwise purposes for which the TRO is proposed to be made.

“Minimising” danger is far removed from eliminating danger. It is possible to minimise danger, or the likelihood of danger, from motorcycle traffic without imposing a complete ban on the use of the road with motorcycles.

Given that minimising danger is possible without a complete ban, it is not necessary to completely ban motorcycle traffic in order to meet the Councils stated purpose for proposing the TRO.

Given that the TRO does not appear to contemplate a total ban on motorised vehicles used for the purposes of access/land management and provides an exemption for disabled riders of motorcycles, we say that a TRO that totally prohibited able-bodied riders from using the road with motorcycles would not be in any way expedient for the statutory purpose mentioned in the Statement of Reasons.

Bias

The Council appears to be in a position where its ability to be impartial is at risk of being compromised. The evidence available thus far suggests that sign off for the SVCN project is subject of securing a TRO that satisfies criteria set out by SVCN partner organisations, and that the interests of cyclists and organisations representing their interests are enjoying a special position in the TRO process.

Regardless of the motivation for promoting cycling interests to the absolute detriment of certain road users, the maintenance and recovery of public confidence in the Council is not aided by such events.

TRF is of the view that the Council would more likely maintain and improve public confidence were it to refer any total prohibition of responsible motorcycle access and carriage driver access to public inquiry.



Alternatives to proposed TRO

We strongly recommend that the Council does not proceed with making the TRO as proposed.

Many of our members are keen cyclists and horse riders and we wish that the SVCN project is successfully delivered – TRF members and their families and friends will be cycling and horse riding on the route, as they do now.

We see that the project is at significant risk from the present TRO proposals, which are ill-founded and misconceived.

We would welcome opportunity to work collaboratively with the Council and its SVCN partners, with a view to securing a TRO and/or PSPO that commands broader support.

We see no evidence within the TRO process that responsible motorcycling by TRF members is a real-world problem or otherwise presents a prospective safety risk that is incompatible with SVCN aims.

Further, we say that occasional use of the road by TRF members has potential to reduce risk and deliver benefits to other road users. As a minimum, experience of sharing the road with responsible motorcyclists delivers the benefit of learning that sharing the road is not inherently dangerous or something to be feared. This has the knock-on effect of building non-motorised users' confidence to use busier roads.

We acknowledge that there is a perception amongst some that shared use may be dangerous and that such perceptions are important to address. An over-restrictive TRO is not the only option to address that issue, but it is the most extreme option and it causes unnecessary, absolute and avoidable detriment to our members interests. We say that the Council should reject such an absolutist approach where a more measured alternative will deliver a better outcome for all concerned.

It is possible to modify the draft Order to allow for additional exemptions. The TRO could also be accompanied by a PSPO, aimed at addressing issues of illegal behaviour. We respectfully request to be consulted on any modifications to the TRO.

We recommend the following be considered:

1. Exemption which allows for the road to be used by motorcyclists (and carriage drivers) who have been issued with a permit.

Government guidance (Making the Best of Byways, p 85) promotes the consideration of permit TRO's. The exemption can allow for TRF and similar reputable motorcycle organisations (i.e. Auto Cycle Union and Vintage Motor



Cycle Club) to issue permits to its members, as well as any other organisation that successfully applies to the Council.

Such an arrangement would allow for the SVCN to be promoted and enjoyed as a safe route where motor traffic is robustly regulated.

Additionally, or alternatively, the following options:

2. Exemption for TRF, ACU and VMCC to hold road safety rallies for motorcycle access, pursuant to regulation 5 of the Motor Vehicles (Competition and Trials) Regulations 1969

Road safety rallies are events where participants are awarded merit for good road manners and observance of the Highway Code. Such activity is entirely compatible with the safe sharing of roads with others. The exemption can provide for limits on group sizes and ensure that access only occurs on a minority of days – most days being left motorcycle free, as they are now.

3. Exemption to allow for TRF members to have organised access the road for the purposes of performing litter pick events.

Our members use of the road appears to be low-volume at present and we do not envisage that there will be a substantial increase in use. A reasonable and fair degree of access can be facilitated in circumstances where our members undertake the green road conservation task of litter clearing. We see this as a win-win scenario that all concerned benefit from. Litter is easy to spot from a motorcycle and we regularly collect it in the normal course of a trailride.

TRF is insured to provide for such activity.

Such an arrangement would address perceptions as to safety as the activity would be organised and regulated.

Yours sincerely

John Vannuffel

Technical Director

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Patron Her Majesty The Queen

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The
British
Horse
Society

Bringing Horses and People
Together

Please respond to:

Christian Mauz
Technical Officer (Traffic & Road Safety)
Area Operations Hub
Oxfordshire County Council
County Hall
New Road
Oxford OX1 1ND

6th September 2019

By email to:
Christian.Mauz@Oxfordshire.gov.uk

Dear Sir,

**SCHEDULE
Icknield Way
Part A**

**Lengths of BOAT where Motor Vehicle & Carriage Drivers are Prohibited
No.285/8/10 from the junction with Well Street, Lockinge, eastwards through Ardington
No.108/12/10 and 108/12/20 through No.403/9/30 to the junction with Ginge Road, West Hendred.**

The British Horse Society (the Society) is pleased to see that horse riders are not included in the above Traffic Regulation Order (TRO) but objects to the inclusion of horse drawn carriages and asks that they are removed from the TRO.

The Society does not agree that a TRO for horse drawn carriages is necessary for the reasons given in the statement of reasons and the draft order. The Society's responses to the reasons are given in appendices 1 and 2.

The Society notes that horse drawn carriages are not to be prohibited on the byways and restricted byways in Part B of the Schedule which have a similar character to the byways in Part A of the Schedule. Thus it concludes that it is the need to cross Ginge Brook which is the reason for the TRO for horse drawn carriages in Part A. The Society addresses this issue in appendices 1 and 2.

With respect to ridden horses using the proposed bridge over Ginge Brook, we request that mounting blocks are provided on either side for those riders who prefer to lead their horse across the bridge. Highways England have recognized this need and have often installed mounting blocks at bridges on their network. We also ask that the Society be consulted on the detailed designs for the proposed bridge, to ensure that the surface and parapet design in particular are appropriate for equestrian use.

Yours sincerely,

Dr J C Bridger. British Horse Society Regional Access & Bridleways Officer for Southern England

APPENDIX 1

The Statement of reasons:

‘1. The Icknield Way between Wantage and Harwell forms part of the Science Vale Cycle Network which is a range of infrastructure measures to improve cycling access funded through the Local Enterprise Partnership. It is intended that the route is designated, improved and promoted as a named cycle, walk and horse-riding facility suitable for leisure, commuting, recreation and tourist use. As this route is being promoted as a safe facility it is not compatible to share the byway with mechanically propelled vehicles or in some part carriages ‘.

The Society welcomes the concept of an improved route as the Icknield Way is part of the network of public rights of way and circular rides and drives in the area which includes the Ridgeway National Trail. The Ridgeway National Trail and the byways and restricted byways connecting to it are increasingly used by walkers, horse riders, cyclists and carriage drivers, without conflict. Thus, it makes no sense to ban carriage driving from the Icknield Way.

‘2. The route’s sections on public rights of way are to be constructed as a new unsealed surfaced 2.5m to 3.6m wide track that fits in with the surrounding North Wessex Downs Area of Outstanding Natural Beauty landscape and land managing interests. Such construction is not well-suited with motor vehicle usage. ‘

The Society regrets to hear that, in an AONB, the natural grass & dirt surface is to be replaced by a harder surface. However, the Society accepts that a harder, but unsealed, surface is deemed to be necessary to encourage cycling. It would like to bring the Council’s attention to its advice note on Surfaces¹, particularly page 12, which explains why quarried aggregate and road planings can be unsuitable unless installed with care.

3. Due to the limited width and gradient issues on the constructed sections of the route, shared use is not considered safe or appropriate. Creating a turning area at the field side and/or expecting carriages or motor vehicles to reverse back along the BOAT section is likewise not considered safe or appropriate.

The width on the *natural* sections of the route in Part A of the schedule is no less than that found on a number of byways and restricted byways in the area which walkers, cyclists, horse riders and carriage drivers share. This includes the byway and restricted byway in Part B of the Schedule from which horse drawn carriages are not to be removed.

We assume that the ‘*constructed sections*’ of the route refers to the new bridge to be constructed over Ginge Brook. We understand that the bridge is to be 2m wide with a 1 in 8 gradient and span around 20 metres. A gradient of 1 in 8 is quite suitable for a competent horse drawn carriage driver to drive up and down. A width of 2 metres can accommodate horse drawn carriages which are often just under 1.5metres wide but it should be noted that, for ridden horses, BHS advice on Bridges, fords, gradients and steps² specifies a minimum width of 3m for a bridge over a watercourse with a span greater than 8m for all routes. This is primarily for the comfort of users passing one another, and because a bridge width of less than 3m may be insufficient to turn a horse safely. However, the Society’s guidance further states that

‘In providing specifications for equestrian ways and facilities, the British Horse Society considers all equestrian users, which may result in a high specification

¹ <https://www.bhs.org.uk/advice-and-information/safety-advice-and-information/free-leaflets-and-advice>

² <https://www.bhs.org.uk/advice-and-information/safety-advice-and-information/free-leaflets-and-advice>

which might not be appropriate in all circumstances. The recommendations should be read with this in mind. If the specification seems inappropriate in a situation, the Society strongly advises consultation with its local representative to establish what may be acceptable at a particular site.'

With respect to weight, the weight of a horse drawn pleasure carriage is surprisingly low³ at under 200kg. With 2 persons on board (say 70kg each) plus the weight of one horse (say 500kg), the total weight would be 840 kg. A large ridden horse weighs in the region of 700kg. With a rider of say 70kg, this gives a total weight of 770kg. It is likely that more than one ridden horse could be using the bridge at any time, unless restrictions are put in place, because some horses will require a lead from a confident horse over the bridge. Thus we see no reason to prohibit carriages on the grounds of weight.

The Society agrees that if a turning area or reversing is not feasible but there is no need to create a turning area or for carriages to turn around.

It should be noted that the width of the proposed bridge & byways in Part A is as great, or greater, than the usable width of Well Street from its junction with byway 285/8/10 to the West Ginge to East Lockinge Rd where non-motorised users share with motor traffic but there are no traffic restrictions.

Because of the nature of carriage driving, carriage drivers are cautious by nature and will reconnoitre a route on foot first. In addition, they are likely to avoid busy times, for example, when there are many commuting cyclists using the route.

If deemed necessary, warning signs could be positioned where the Icknield Way crosses the tarmacked roads giving a width and weight restriction for the bridge.

We understand that the Council may be concerned that there are no written standards for bridges to take horse drawn carriages. This is of some concern but it should be noted that the needs of horse drawn carriages which are commonly used in the countryside are little different to the ridden horse.

'4. Gated/bollard access will be preserved for occasional farm vehicle access to the adjacent fields and highway authority maintenance.'

Bollards can be set at a distance of 1.7m to allow the passage of many horse drawn carriages but prevent 4 wheeled motor vehicles.

³ <https://hartlandcarriages.co.uk/portfolio-item/crisscross/> Page 177

APPENDIX 2

Paragraph 5 of the draft Order.

(1) *for avoiding danger to or preventing the likelihood of danger to persons using the byway.*

The Society does not agree that horse drawn carriages are a danger to others using the byway for the following reasons:

- a) Horse drawn carriages are most unlikely to be travelling at more than 10mph, a speed probably less than a cyclist.
- b) for most of its length the byway is of adequate width for different user groups to pass. The sight lines are good allowing users to hold back to accommodate other users if necessary. The byway is no different from many byways and other public rights of way in the area where different user groups pass each other without issue by showing respect for other user groups. Furthermore, as noted above, Well Street from its junction with byway 285/8/10 to the West Ginge to West Lockinge Rd, is a single track road where non-motorised users share with motor traffic but there are no traffic restrictions there.
- c) At the present time, it is most unlikely that two horse drawn carriages will be using the byway in the opposite direction at the same time.

(2) *for preventing damage to the byway.*

The Society does not agree that horse drawn carriages will damage the byway. The weight of a horse and carriage used for recreational purposes (see above) is unlikely to damage the proposed surface. Secondly, a horse drawn carriage moves off slowly from rest. It is little different to a ridden horse moving from a halt or a bicycle moving from a halt.

(3) *for facilitating the passage of non-motorised traffic.*

The Society does not agree that the removal of horse drawn carriages will facilitate the passage of other non-motorised traffic. The number of horse drawn carriages using the route is likely to be low. If, in the future, the route should become heavily used by carriages and their presence shown to impede other traffic, then the Society might agree to a TRO to restrict carriages. It should be noted that horse drawn carriages provide access to the countryside for those who cannot, or for those who can no longer, walk, cycle or horse ride for any distance.

(4) *for preserving or improving the amenities of an area by restricting or prohibiting the use of certain classes of vehicles,*

The TRO for carriage driving will *reduce* the amenities in the area including for those with less mobility, as noted in point 3 above. The Icknield Way could provide a wonderful part of a mainly off-road route for carriage driving including the Ridgeway National Trail. The TRO for carriages will mean that carriage drivers will have to use the minor tarmacked roads in the area for longer than necessary and be exposed to motorised traffic for longer than necessary and thus be less safe.

{END}

BHS REPLIES TO COMMENTS IN THE EMAIL FROM PAUL HARRIS of 9th Sept 2019.

The BHS responses to the points made in the email of 9th Sept are below *in italics*.

Understandably, many of OCC's concerns appear to stem from a lack of familiarity with carriage driving. We hope the responses help solve this. A number of the questions raised are also applicable to horse drawn carriages using public roads, as well as the public rights of way, and yet it should be noted that such questions do not have to be answered before carriages can use public roads.

From the 9th Sept email:

'Thanks for making the BHS' representation on the above TRO dated 6th September and I note and welcome your caveated support for horse-riding provision.'

The Society is somewhat concerned that the Council appears to be assessing the need to provide for horse riders & carriage drivers on equestrian rights of way. Provision for these user groups should be a matter of course.

There are other instances where the Council has not provided equestrian facilities in association with equestrian rights of ways, for example, the restricted byway to bridleway Ickniel Way crossing of the A4185 at the Harwell Campus where a signal controlled crossing has been installed which is unfit for equestrian use.

I hope it's OK to ask some follow up questions/make some comments please - as I would like you to adjust or withdraw the objection part of your representation regarding carriage driving before the consultation ends— or at least give me more information to inform the decision meeting of the OCC Cabinet Member. I have used numbered points to make it easier to refer to them.

We provide information below.

Appendix 1

- 1) With regard your point 1 'increasing amount of carriage driving' in the area, do you have evidence of any carriage driving use of this route please?

We cannot see reference to the statement 'increasing amount of carriage driving' in point 1.

However, the question of current use is raised. We do not accept the need to demonstrate current use by carriage drivers in order to cater for them. The route in question is legally open to carriage drivers and ideal for carriage driving except that the brook, current slope and current bridge is a deterrent. Usage might well be described as suppressed. Suppressed use is a well-accepted issue by Highways England, for example, when a road has become too busy to cross and bridleways on either side fall into dis-use. The wrong conclusion can be reached, that is, that no-one needs these bridleways. A similar argument can be used in the present situation.

It should be noted that land in the area is currently used to support horse keeping. Suitable land to keep horses and usable public rights of way encourage horse riding and carriage driving in an area and thus contribute to the local economy.

2. For your point 3 - can you confirm if BD29/17 (Design Manual for Roads and Bridges – Special Structures) has provision to accommodate carriage drivers? There can be departures from standard for horse riders as that use is included in BD29/17. If it isn't included may I ask where is the appropriate standard you refer to for carriageway bridge design guides please?

We are unclear what is meant in the last sentence. Point 3 includes reference to the BHS advice note. BHS Advice notes are aimed at BHS access officers and are based on standards available from professional organizations such as Highways England.

BD29/17 refers to equestrians. The Society uses the term 'equestrians' to cover horse riders and carriage drivers. Presumably Highways England does too. Oddly, BD29/17 refers throughout to footbridges but covers standards for cycling and equestrians.

3. Again, point 3 - For the 'little different needs' comment.

This relates to the needs of the horse. The horse is the same animal whether ridden or driven although is controlled differently. Perhaps the sentence should have read 'the needs of the driven horse are little different to the ridden horse'.

as well as comment on the proposed bridge/slope I have to ask what basis of qualification (chartered engineer etc), is this assertion made by the Society please? If this is an unqualified opinion then this may need to be stated.

If reference to the 1:8 slope is being made, this a common gradient found on roads which carriage drivers cope with. If it is thought necessary to have verification by a professionally qualified person, then that will have to be arranged but it seems an odd issue to address.

4. Point 3 - Just to confirm the 'constructed sections' are the bridge crossing plus the east and west slopes - as both of these will have more resilient surfaces installed. Does this make a difference to your response as we talking about the entire channel corridor up to the fields both sides?

A 'channel' (or is pathway meant?) with a defined path will be good for carriage driving subject to width as it will guide the horses to the bridge.

5. Point 3, does the BHS or BDS produce assessments of live and point loads for a range of carriage unit configurations - instead of approximate weights please?

The Society suggests that the makers of horse drawn carriages are consulted on this.

Appendix 2

6. For your point 1. Can you explain what, if any, braking mechanisms are fitted to a 'typical' carriage to control rate of descent please? If none, what is the mechanism by which a carriage can be stopped in mid-descent?

There is no need to worry about braking. Four wheel carriages, the most common type of carriage, have brakes! There are as many styles of brake as there are carriages. Modern carriages are built to exacting designs for competition, road use and safety, which is paramount. Some vehicles come with brakes all round, plus turntable brakes, some come with just rear brakes. The harness has a "breaching strap" which passes around the horses quarters halfway between the hock and the point of the buttocks. The horse "sits" into this when being driven downhill, effectively braking the vehicle. This can be used on its own, mostly on two wheeled carriages (but these are not often used on byways) but it is much more common to be used in conjunction with a braking system. If there is a need to stop going downhill, the brakes are applied and the horse(s) stopped. The horses hold the carriage back while the driver keeps the foot on the brake.

7. Again, for point 1. Can you confirm that BDS or RDA includes public rights of way with steep gradients like this to be 'safe' for lone or accompanied disabled riders using carriages please?

A 1:8 gradient is not considered particularly steep but responsible carriage drivers would survey a route first without a carriage to determine if it was suitable for their level of expertise, as might a horse rider. Carriage drivers tend to be cautious people as they are responsible for a precious animal and carriage.

Good practice dictates that the carriage driver is accompanied at all times by a 'groom', that is, a person who alights from the carriage when necessary while the driver remains on board. Those who take disabled people into the countryside in carriages will pick a suitable route,

again dependent on their level of expertise, and will be accompanied.

8. For your point 4. Do you consider that the alternative minor road route (the continuation of Well Street via Ginge) is less safe than the steep slope and crossing because of the increased exposure to motor vehicles? Have you got any vehicle or accident data evidence to back up that assertion please?

Of course, the issue of exposure to motor vehicles on that specific road and traversing the slope at Ginge Brook are quite different issues. The carriage driver will assess each risk according to their expertise.

The number of horse accidents on tarmacked roads reported to the Society is increasing nationally. In June this year, 54 roads accidents involving horses were reported to the Society. Thus, the Society is working hard to increase, not decrease, the amount of off-road riding and driving.

The reason why carriage drivers want to get off-road is the same reason why Oxon CC is promoting these equestrian rights of way as an off-road route for cyclists. That carriage drivers should be prohibited from using rights of way to which they have lawful rights and when improvements are being made which will facilitate use by carriage drivers, is discriminatory.

General BHS question

9. May I ask why the BHS advice notes do not seem to include specifications etc for carriage driving please?

It is only relatively recently that the Society has become aware that carriage drivers are not being well represented on countryside access issues by local authorities. The need to be better represented is being highlighted by 1) projects such as the Science Vale Cycling project where equestrian paths are to be promoted for commuting cycling and, 2) where it is proposed that lawful users are to be denied their lawful rights, as in the present case. The Society is in the process of setting up a carriage driving advisory group. It welcomes working with those local authorities who understand the need to cater for all lawful users.

Thanks in advance if you are able to clarify these points please? OCC officers feel that they are taking the best and most appropriate approach for this project and that the TRO is appropriate for the situation and location –

The Society does not agree.

so everything you can add will help the report to the Cabinet Member. We would also welcome the withdrawal of your objection if you consider that appropriate for the specific situation for this route in this location.

We have seen no evidence to indicate that the route cannot remain open to carriage drivers while catering for the hoped-for increase in cycling.

{END}

From: BHS
Sent: 20 September 2019 07:34
To: Harris, Paul - Communities

Subject: CONSULTATION - Icknield Way Proposed Countryside Access Vehicle Restrictions FOLLOW UP QUESTIONS
Importance: High

Dear Paul,
Here are the Society's responses, this time within the text of your email in black italics.

We wonder if part of the problem is a lack of awareness of the specifications of modern day carriages used to access public rights of way. They are not the stage coaches as often seen in TV period dramas!

A couple of photos are attached of carriage drivers who live locally. We ask that one or both of these photos are included in the papers to go to the meeting on the 10th with a caption of '*A typical carriage used for countryside access, 1.5metres wide approx. and approx. 200kg in weight (without horse & driver)*'. These are the sort of carriages used for countryside access often by older people, as seen in the photos, who may have some mobility issues.

I hope we have answered everything but feel free to get back to us again if not.

Janice



From: Harris, Paul - Communities
Sent: 16 September 2019 10:08
To: BHS

Subject: RE: CONSULTATION - Icknield Way Proposed Countryside Access Vehicle Restrictions FOLLOW UP QUESTIONS

Dear Janice

Thanks for taking the time to provide the additional information. I hope its Ok if I respond to some of the follow up questions you've asked or factual points.

Point 1. For appendix 1 this is the paragraph I was referring to. The Society welcomes the concept of an improved route as the Icknield Way is part of the network of public rights of way and circular rides and drives in the area which includes the Ridgeway National Trail. **The Ridgeway National Trail and the byways and restricted byways connecting to it are increasingly used by walkers, horse riders, cyclists and carriage drivers, without conflict.** Thus, it makes no sense to ban carriage driving from the Icknield Way.

Thank you for the clarification. Going back to your original question 'do you have evidence of any carriage driving use of this route please?' The answer is no, not for this specific section of the path.

Two points should be noted however:

- a) Suppressed use as discussed in our reply on 9th Sept. Not only have the natural features of the slope and brook deterred carriage driving, the present bridge (at 1.5metres width) was not built to cater for them. In addition, there has been a physical obstruction (a large log) at the western end at the road from Ardington for many years.*
- b) Carriage driving takes place in the area. The large Bury Down car park on the Ridgeway National Trail is a popular place for carriage drivers to start a drive because it is spacious (see attached photo 1362). This is within 6 km of the Icknield Way with a minor road and a restricted byway connecting the Icknield Way to the Ridgeway. Construction of an improved bridge over Ginge Brook will open up this route for carriage driving, as well as improving the situation for walking, cycling and horse riding. To leave out a lawful user group discriminates against this user group which badly needs better access to the countryside before it is written out of the countryside altogether.*

To further emphasize the value of carriage driving in the area, the Paralympic Legacy Access project (<http://www.bhs.org.uk/advice-and-information/safety-advice-and-information/carriage-driving/plap>) promotes PLAP route 13 from Bury Down car park. We believe that this, plus the well maintained nature of the Ridgeway and associated byways without obstructions, is encouraging carriage driving in the area, as would opening up of the Icknield Way.

Please note that we consider that it would not be representative to conduct a survey over a specific time period (as done by WSP) to try to determine the precise numbers of carriage drivers using this area because carriage driving use is sporadic at the present time and thus such a survey would not be representative. However, social media sites show that the area is being used for carriage driving.

We ask that these reasons are included in the report to the Cabinet to avoid bias in favour of cycling, or carriages are not included in the TRO.

For point 2. I was just trying to ascertain if horse carriages are specifically included in any highways standards or the BHS advice notes. I couldn't see any references or standardisation.

Where byways and restricted byways are specified, those specifications should include carriage driving as they are equestrians who are legally allowed to use these rights of way. However, if you have concerns on specific specifications, the Society is always pleased to work with local authorities to improve advice on equestrian issues as mentioned in its advice note. Also see below.

For your point 3 – linked to the above point it is about standards for new constructions rather than what users might already use on the road network.

If Oxon County Council highway engineers feel there is a gap in the available specifications, then it may be necessary to set up a working group. However, construction of a new bridge on a byway cannot be a novel situation nationally. We are looking for examples.

Point 4 - the 'channel' as I refer to it is the cross-sectional area of the 'valley' from the top of the fields, down/up the slopes and over the crossing structure. Sorry, I could have explained that better. It is not meant to be taken as a corridor-type channel.

Thank you.

Point 5 – I assume that manufacturers have to produce carriages to standards. I have looked at British Carriagedriving's rule book but cannot find any references

British Carriage Driving is the governing body for the sport of horse driving trials, a competitive arm of carriage driving. Trials test the skill of the carriage driver and are held on private land with purpose built obstacles, rather like Badminton Horse Trials & Blenheim Horse Trials for ridden horses. British Carriage Driving does not concern itself with carriage driving on public rights of way.

One of the BHS Access officers, who is a carriage driver herself, has been in contact with the carriage manufacturer Mark Broadbent of Fenix Carriages (<https://www.fenixcarriages.co.uk/carriages/> Tel: 01823 652600.) who has said that if Oxford CC wish to contact him direct to discuss weights and dimensions of carriages then he would be happy to speak to them. Mark is a very well known in the carriage driving world as he makes carriages and refurbishes the old coaches. He may be able to help with point loading. Another retailer is Hartland Carriages <https://hartlandcarriages.co.uk/> but we understand they import their carriages.

Thanks again for taking the time to reply

Kind regards, Paul

Paul Harris

Principal Officer – PRow Access Strategy

Icknield Greenway Traffic Regulation Order – Formal Consultation

Officer comments on key parts of British Horse Society representation

This provides officer commentary on the key parts of British Horse Society (BHS) representation, including the additional information submitted. The BHS' full response is attached to this document.

This additional information was not available at the 'informal' consultation stage and is relevant with regard to the limitations and other aspects of driven horses and the precautions that are applied by carriage drivers to ensure their, and other's safety.

Key points identified by BHS and officers

- a) The design and use of carriages and horses mean that speeds above 15kmh are not likely and most slopes and bridges are traversed at walking pace. This minimises likelihood of collision and erosion
- b) Carriage-drivers are accompanied by a groom who will reconnoitre the obstacle before using it and who can act as marshall to warn the driver to stop, or others
- c) The most commonly-used carriages are fitted with brakes
- d) The weight, height and length of smaller horse and carriage or pony and trap can be accommodated within the design tolerance of the bridge if there are legal restrictions to weight and width and accompanying physical restrictions. A legal restriction to 0.5t and 1.4m width would cover many common carriages whilst negating other impacts
- e) There is no engine noise associated with carriages, nor are fast starts possible
- f) No person or organisation's representation cites driven horses as having caused or causing an issue

Summary

The additional information supplied by the BHS and others gives a reasonable justification for a partial removal of the proposed restriction on carriage driving from the proposed Traffic Regulation Order, providing that technical assessments support this and that overall project delivery timescales and costs are not significantly impacted. This use is unlikely to cause any great concern for other NMUs nor impact on levels of use and doesn't materially change the purpose of the TRO consultation.

Paul Harris
Principal Officer – PRoW Access Strategy
Oxfordshire County Council

September 2019

Key BHS points and associated OCC officer comment

1. We assume that the '*constructed sections*' of the route refers to the new bridge to be constructed over Ginge Brook. We understand that the bridge is to be 2m wide with a 1 in 8 gradient and span around 20 metres. A gradient of 1 in 8 is quite suitable for a competent horse drawn carriage driver to drive up and down. A width of 2 metres can accommodate horse drawn carriages which are often just under 1.5metres wide but it should be noted that, for ridden horses, BHS advice on

Bridges, fords, gradients and steps specifies a minimum width of 3m for a bridge over a watercourse with a span greater than 8m for all routes.....

OCC officer comment: The bridge will be 2.5m wide to meet environmental, topographical and engineering/cost constraints and be as accessible as possible – with departure from standard to accommodate this width. The constructed section includes crossing and the access slopes.

2. With respect to weight, the weight of a horse drawn pleasure carriage is surprisingly low₃ at under 200kg. With 2 persons on board (say 70kg each) plus the weight of one horse (say 500kg), the total weight would be 840 kg. A large ridden horse weighs in the region of 700kg. With a rider of say 70kg, this gives a total weight of 770kg. It is likely that more than one ridden horse could be using the bridge at any time, unless restrictions are put in place, because some horses will require a lead from a confident horse over the bridge. Thus we see no reason to prohibit carriages on the grounds of weight.

OCC officer comment: The weight information is useful. By itself it isn't justification to change TRO but it is when combined with design speed, shared specification with ridden horses, use of grooms and lack of noise. Limiting access to the smaller and lighter carriages mean that little design and engineering alterations are anticipated – although project delivery impacts are a factor.

3. **(1) for avoiding danger to or preventing the likelihood of danger to persons using the byway.**

The Society does not agree that horse drawn carriages are a danger to others using the byway for the following reasons:

- a. Horse drawn carriages are most unlikely to be travelling at more than 10mph, a speed probably less than a cyclist.

OCC officer comment: This low design speed is a key factor.

4. **(2) for preventing damage to the byway.**

The Society does not agree that horse drawn carriages will damage the byway. The weight of a horse and carriage used for recreational purposes (see above) is unlikely to damage the proposed surface. Secondly, a horse drawn carriage moves off slowly from rest. It is little different to a ridden horse moving from a halt or a bicycle moving from a halt.

OCC officer comment: This very low of speed standing start is a key factor

5. **(3) for facilitating the passage of non-motorised traffic.**

The Society does not agree that the removal horse drawn carriages will facilitate the passage of other non-motorised traffic. The number of horse drawn carriages using the route is likely to be low. If, in the future, the route should become heavily used by carriages and their presence shown to impede other traffic, then the Society might agree to a TRO to restrict carriages. It should be noted that horse drawn carriages provide access to the countryside for those who cannot, or for those who can no longer, walk, cycle or horse ride for any distance.

OCC officer comment: This use of driven horses and carriages for enabling accompanied disabled access by itself is noted

Responses to OCC email of 9th September seeking clarification.

- With regard your point 1 'increasing amount of carriage driving' in the area, do you have evidence of any carriage driving use of this route please?
- a) *Suppressed use as discussed in our reply on 9th Sept. Not only have the natural features of the slope and brook deterred carriage driving, the present bridge (at 1.5metres width) was not built to cater for them. In addition, there has been a physical obstruction (a large log) at the western end at the road from Ardington for many years.*

OCC officer comment: The current bridge was installed at the request of the BHS in the early 1980s. We are aware of temporary defensive structures used to prevent criminal activities. No Carriage Driver has reported these as obstructions

- b) Carriage driving takes place in the area. The large Bury Down car park on the Ridgeway National Trail is a popular place for carriage drivers to start a drive because it is spacious (see attached photo 1362). This is within 6 km of the Icknield Way with a minor road and a restricted byway connecting the Icknield Way to the Ridgeway. Construction of an improved bridge over Ginge Brook will open up this route for carriage driving, as well as improving the situation for walking, cycling and horse riding. To leave out a lawful user group discriminates against this user group which badly needs better access to the countryside before it is written out of the countryside altogether.

To further emphasize the value of carriage driving in the area, the Paralympic Legacy Access project (<http://www.bhs.org.uk/advice-and-information/safety-advice-and-information/carriage-driving/plap>) promotes PLAP route 13 from Bury Down car park. We believe that this, plus the well maintained nature of the Ridgeway and associated byways without obstructions, is encouraging carriage driving in the area, as would opening up of the Icknield Way.

OCC officer comment: The use of Bury Down as a start point for carriage drivers is noted

Please note that we consider that it would not be representative to conduct a survey over a specific time period (as done by WSP) to try to determine the precise numbers of carriage drivers using this area because carriage driving use is sporadic at the present time and thus such a survey would not be representative. However, social media sites show that the area is being used for carriage driving.

We ask that these reasons are included in the report to the Cabinet to avoid bias in favour of cycling, or carriages are not included in the TRO.

OCC officer comment: The point about sporadic and low levels of use is noted

- Can you confirm if BD29/17 (Design Manual for Roads and Bridges – Special Structures) has provision to accommodate carriage drivers....?

BD29/17 refers to equestrians. The Society uses the term 'equestrians' to cover horse riders and carriage drivers. Presumably Highways England does too. Oddly, BD29/17 refers throughout to footbridges but covers standards for cycling and equestrians.

Where byways and restricted byways are specified, those specifications should include carriage driving as they are equestrians who are legally allowed to use these rights of way. However, if you have concerns on specific specifications, the Society is always pleased to work with local authorities to improve advice on equestrian issues as mentioned in its advice note.

If Oxon County Council highway engineers feel there is a gap in the available specifications, then it may be necessary to set up a working group. However, construction of a new bridge on a byway cannot be a novel situation nationally. We are looking for examples.

OCC officer comment: The offer to work to improve standards is noted

- Can you explain what, if any, braking mechanisms are fitted to a 'typical' carriage to control rate of descent please? If none, what is the mechanism by which a carriage can be stopped in mid-descent?

There is no need to worry about braking. Four wheel carriages, the most common type of carriage, have brakes! There are as many styles of brake as there are carriages. Modern carriages are built to exacting designs for competition, road use and safety, which is paramount. Some vehicles come with brakes all round, plus turntable brakes, some come with just rear brakes. The harness has a "breaching strap" which passes around the horses quarters halfway between the hock and the point of the buttocks. The horse "sits" into this when being driven downhill, effectively braking the vehicle. This can be used on its own, mostly on two wheeled carriages (but these are not often used on byways) but it is much more common to be used in conjunction with a braking system. If there is a need to stop going downhill, the brakes are applied and the horse(s) stopped. The horses hold the carriage back while the driver keeps the foot on the brake.

OCC officer comment: The detail of braking and control systems on carriages is noted

- Can you confirm that BDS or RDA includes public rights of way with steep gradients like this to be 'safe' for lone or accompanied disabled riders using carriages please?

A 1:8 gradient is not considered particularly steep but responsible carriage drivers would survey a route first without a carriage to determine if it was suitable for their level of expertise, as might a horse rider. Carriage drivers tend to be cautious people as they are responsible for a precious animal and carriage.

Good practice dictates that the carriage driver is accompanied at all times by a 'groom', that is, a person who alights from the carriage when necessary while the driver remains on board. Those who take disabled people into the countryside in carriages will pick a suitable route, again dependent on their level of expertise, and will be accompanied.

British Carriage Driving is the governing body for the sport of horse driving trials, a competitive arm of carriage driving. Trials test the skill of the carriage driver and are held on private land with purpose built obstacles, rather like Badminton Horse Trials & Blenheim Horse Trials for ridden horses. British Carriage Driving does not concern itself with carriage driving on public rights of way.

One of the BHS Access officers, who is a carriage driver herself, has been in contact with the carriage manufacturer [...] Fenix Carriages (<https://www.fenixcarriages.co.uk/carriages/>) who has said that if Oxford CC wish to contact him direct to discuss weights and dimensions of carriages then he would be happy to speak to them. Mark is a very well known in the carriage driving world as he makes carriages and refurbishes the old coaches. He may be able to help with point loading. Another retailer is Hartland Carriages <https://hartlandcarriages.co.uk/> but we understand they import their carriages.

OCC officer comment: The information about gradients and weights is noted

We wonder if part of the problem is a lack of awareness of the specifications of modern day carriages used to access public rights of way. They are not the stage coaches as often seen in TV period dramas!

A couple of photos are attached of carriage drivers who live locally. We ask that one or both of these photos are included in the papers to go to the meeting on the 10th with a caption of 'A typical carriage used for countryside access, 1.5metres wide approx. and approx. 200kg in weight (without horse & driver)'. These are the sort of carriages used for countryside access often by older people, as seen in the photos, who may have some mobility issues.

OCC officer comment: The photos are a useful visual guide to modern carriages. It is clear that some of the larger carriages with more than one horse would necessitate greater width and weight provision for the crossing and slopes which would create negative impacts. This means some restriction is considered necessary in order to provide some level of accessibility but without extra engineering, costs and environmental impacts.



*A typical carriage used for countryside access, 1.5metres wide approx. and approx. 200kg in weight (without horse & driver)
caption and photos supplied by BHS*



Carriages at Bury Down car park on the Ridgeway

Lockinge and West Hendred Traffic Regulation Orders - Informal Consultation

Analysis of responses and proposed action

The informal consultation ran for three weeks until 31 May. Thirty-six responses were made through the consultation website and by email. These are categorised as

- 3 no comment/no view
- 6 support – including two parish councils and Thames Valley Policy
- 27 object -including
 - 2 from 4x4s, including Green Lanes Association and Tread Lightly
 - 20 from motorcyclists, including the Trail Riders Fellowship
 - 5 from unstated interests

This document considers each comment (aggregated when similar) and gives commentary on the proposed action arising from that consideration. Comments marked with an asterisk in one TRO table are also applicable to the other TRO

Key to analysis on the comment

Agree – address in formal TRO by making changes

Disagree – not agreed with, argument rejected or incorrect

Noted – considered and no change required

| TRO 1: Lockinge BOAT 285/8, Ardington BOAT 108/12 and West Hendred BOAT 403/9 – specific comments | | |
|--|--|---|
| Comment/part-comment | Proposed action <ul style="list-style-type: none"> • Agree • Disagree • Noted | Commentary where necessary |
| This byway is a fabulous drive, ride or walk, and although the bank after the brook is too steep for 4x4s without using a winch, it makes a great stop for lunch. | Noted | It is not considered acceptable to construct a route where a winch is necessary for a vehicle to negotiate it in close proximity to NMU |
| There is nothing wrong with a dead end byway, and in fact I live on a dead end road. I'm sure you wouldn't propose a TRO on the road I live on in Oxfordshire, which happens to be a dead end. This byway is no different. | Disagree | There is no provision for parking or turning within the boundaries of the Byway anywhere within the stream/slopes' boundary. This byway does not serve any houses or businesses apart from farmland |

| | | |
|--|---------------------------------|--|
| <p>I would also suggest the bridge is possibly illegal as it's not built to vehicular standards. Seeing as the bridge over the canal at East Challow (Cornhill Lane) needs to take 38 tons, I'm quite happy to force the issue here (I know this as I've spoken to the canal trust). When I first started driving the lane, there was no bridge, so I would like to see the paperwork that allowed the bridge to be built.</p> <p>Personally I would like to see the bank graded to make it safe for all to use. A TRO is an excuse for avoiding your DUTY of maintenance.</p> | <p>Disagree</p> <p>Disagree</p> | <p>The bridge is a bridleway bridge built to a specification and in the only place that it could be constructed without impacting on the stream corridor. It was built when the route was a CRB/RUPP. It is acknowledged that a TRO could perhaps have been put in place when the route changed to BOAT</p> <p>It is not possible to regrade the bank to meet the Construction (Design and Management) Regulations 2015 "CDM" requirements for all-user byway as it would affect arable field too much, including public footpath crossing. No aspect of this route can be regarded as 'out of repair'</p> |
| <p>(Reason 1) Rubbish. Many tarmac roads have limited space to pass. Plus there is plenty of room to turn at the other end. Is there any reason why you haven't closed the road through West Hagbourne as there is no room to pass there! It's no different than on this byway, except traffic is minimal. Please can you let me know how many vehicles use this byway per week, as I'm sure you must have done a survey prior to the proposal. You have done one, right?</p> | <p>Disagree</p> | <p>The bridge, slope and track are going to have to be constructed to meet CDM regulations. It is not possible to accommodate shared use in this pinch point and meet standards. It is not about previous or current levels of use</p> |
| <p>(Reason 2): All use on any road causes damage and need repairing, from motorway down to footpaths. What damage has been done to this byway, and how much have you spent on repairing the byway in the last 20 years? What users have damaged the slope, and what have you done to repair this. Why aren't you banning horses? A horse could slip and easily injure a walker, who might have already fallen because you haven't done anything to make the bank commodious to users.</p> | <p>Disagree</p> | <p>It is not about previous or current levels of use/damage – and the route is in a reasonable state of repair. The bridge and slope are going to have to be constructed to meet CDM regulations. It is not possible to accommodate shared use in this pinch point and get CDM signoff.</p> |
| <p>Reason 3: As a highway authority, you have a DUTY to assert and protect the rights of all users. It appears you are neglecting that DUTY, preferring to support these users that have more access to the countryside than MPV users do. Are you suggesting that some users are more welcome in the countryside than others?</p> <p>MPV user have a Code of Conduct and pull over for other users, turn off engines for horse riders. The pinch point is the bridge, which 4x4s can't use due to my previous comment.</p> | <p>Disagree</p> <p>Disagree</p> | <p>The route is in a reasonable state of repair. The work on the bridge, slope and track is intended to make access easier and safer for non-motorised users as a promoted route within an AONB</p> <p>MPV users are not required to pull over for other users and turn off engines on roads. The bridge and slopes are the key pinch points as well as the drop between fields to the west of the crossing</p> |

| | | |
|--|---|---|
| <p>Reason 4: So, the way I read this is you believe recreational vehicular users aren't part of the public that can enjoy the amenities of the area, for recreation. Can you please re-read the definition of a BOAT please? While I commend your 'Improved infrastructure is planned to support the creation of route one of the Science Vale Cycle Network which is a shared walking, cycling and horse-riding community 'Greenway' as a walker and mountain biker, I feel somewhat side lined as a recreational vehicular user. You neglected your duties to reclassify many RuPPs and now you want to further restrict MPV users that have minimal access to a descent byway network in Oxfordshire.</p> | Disagree | <p>The decision to restrict MPVs is not made lightly but it is considered the only option. The bridge, slope and track are going to have to be constructed to meet CDM regulations. It is not possible to accommodate shared use in this pinch point and get CDM signoff.</p> <p>The comment re RUPP reclassification is irrelevant to this TRO proposal, but correct process was followed</p> |
| <p>I am disappointed that the Council seems to have gone straight for the easy option of closure rather than the statutory duty of maintaining the right of way. Living close to the waste recycling centre at Dix Pit, Stanton Harcourt, I am only too familiar with fly tipping that occurs along the Cogges/Tarr Road when people have been turned away from the recycling centre. Preventing motor vehicles and carriage drivers from accessing a lane is not going to stop fly tipping, it will just move it elsewhere. I would suggest that routes that allow access from both ends could reduce the likelihood of fly tipping as those doing it would need to watch both ends of the route to not get caught which would be more difficult. I have not seen evidence of fly tipping on the Lockinge byway.</p> | Noted | <p>The decision to restrict MPVs is not made lightly but it is considered the only option. OCC welcomes discussion with all user and interest groups which is why the informal consultation stage was used. No alternative options have been presented</p> <p>Flytipping is just one issue that the TRO and vehicle restriction structures will help to prevent. Harecoursing and farm burglary are crimes that may use tracks as access and through routes. The main point of the TRO is to protect user safety on a new promoted facility</p> |
| <p>I have used this byway on several occasions in recent years, knowing the nature of the byway at Ginge Brook, always with the intention of stopping at the bridge for a lunch or tea/coffee stop. I have walked across the bridge and up the bank on the far side, currently that bank is very near impassable to walkers and I would suggest very dangerous for horses and impossible for carriages and motor vehicles to go up.</p> <p>On first going to Ginge Brook I was very surprised to find an entirely inappropriate bridge for the status of the right of way and have to wonder how it was allowed to be put in.</p> <p>The byway should be maintained in such a way that it remains a byway open to all traffic. Any solution to the grading will be a narrow track, it would be inappropriate in the location to make it anything but, but that does not make it dangerous. I travel along a single track road that includes a steep slope daily to work, this road has large articulated lorries, cyclists, children walking to school and cars all travelling</p> | <p>Agree</p> <p>Noted</p> <p>Disagree</p> | <p>This is the key reason for the TRO</p> <p>The bridge is a bridleway bridge built to a specification and in the only place that it could be constructed without impacting on the stream corridor. AT the time of installation the route was recorded as a CRB. It is acknowledged that a TRO could perhaps have been put in place when this bridge was installed or when the route was reclassified as a BOAT.</p> <p>The decision to restrict MPVs is not made lightly but it is considered the only option. The bridge, slope and track are going to have to be constructed to meet CDM regulations. It is not possible to regrade the bank to meet CDM</p> |

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| <p>along it. In 26 years of using that single track road, I know of no accidents. Safety is an unacceptable excuse to avoid the duty to maintain the byway that the Council has. I have travelled many byways in England and Wales and have seen a variety of engineering solutions that Councils have taken to overcome similar problems to that of Ginge Brook.</p> <p>I would be very happy to arrange a meeting with representatives of the Green Lane Association (GLASS) for these to be discussed.</p> <p>Many byways, as a result of earlier reclassifications, have become dead ends. Many do not warrant travelling along but this is not the case with this byway, Ginge Brook makes an excellent stopping point, it is indeed a destination in its own right.</p> | <p>Noted</p> <p>Noted</p> | <p>requirements as it would affect arable field and public footpath crossing. The route is currently in reasonable repair</p> <p>OCC welcomes discussion with all user and interest groups which is why the informal consultation stage was used. No alternative options have been presented</p> <p>There is no provision for parking or turning within the boundaries of the Byway anywhere within the stream boundary and OCC usually cannot support the deliberate creation of dead end routes that require turning around or reversing manoeuvres and that meet CDM regulations for new construction</p> |
| <p>*Access controls must enable legitimate users to continue using the route, including those on foot, those with buggies, etc. and people with all types of bike.</p> | <p>Agreed</p> | <p>Barriers are likely to be lockable bollards or gates that control vehicle access with gaps for users to reduce the restrictions on public</p> |
| <p>*I have been using this byway for walking and motorcycling for 30 + years and I have never witnessed any Hare coursing or illegal fly tipping on this track, and I do not understand how restricting vehicles will improve any of these incidents if they are actually occurring as the people who commit these offences will not heed a sign saying NO VEHICULAR USE.</p> <p>*With regard to the close proximity of the fencing, this is could occur anywhere if the landowner wants to fence up to his boundary, so I cannot see how this is relevant to your case.</p> <p>*All motorcyclists I have met are always courteous and stop and turn their engines off when I have been walking with my dog.</p> <p>The slope down to Ginge brook was never as steep as it is today, If I recall approx 5 years ago more soil was tipped down the bank on the West Hendred side of the brook. This soil is mostly clay based and it therefore becomes very slippery when wet . Previously the slope was shallower and it had more vegetation to hold the structure of the slope together, this of course will not regrow now on sub soil which is totally clay. I have a few friends who are horse riders and they will not use this route because of the slope down to the brook.</p> | <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Disagree</p> <p>Agree</p> <p>Disagree</p> | <p>By its nature hare coursing, flytipping and access for other criminal activities often takes place at night. The TRO will accompany access control structures to prevent illegal access</p> <p>Landowners cannot fence across the highway and OCC can only maintain/repair within the available width.</p> <p>MPV users are not required to pull over for other users and turn off engines on roads.</p> <p>There's no evidence or reports of additional soil being tipped down the bank. It is assumed that if this had occurred it would have made the slope shallower.</p> <p>The steep slope one of the key reasons for the TRO</p> |

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| There is another bridge which walkers can cross within 200 metres of the wooden bridge , so in wet weather, walkers could use this if it was sign posted as many people do not realise it is there. Restricting vehicles will not make the route any easier for horse riders or walkers so I therefore do not see the reason for your case, if the route was down graded to a restriction to vehicles of 3 wheels or more this would stop any further damage to this byway . | | Whilst the alternative footpath/bridge is available to walkers it is not suitable for other user types. The decision to restrict MPVs is not made lightly but it is considered the only option. The bridge slope and track are going to have to be constructed to meet CDM regulations |
| *This TRO does not have a sound basis. Will need data on the risk assessment on the arising danger mentioned. | Noted | A report will be supplied to Cabinet Member following the formal TRO consultation process |
| *I am a cyclist, walker and motorcyclist and have been using the byway described for over forty years. I have never experienced any of the reasons for the planned restrictions and believe it is yet another attempt to prevent access to the countryside for ALL users. Closing these byways will have no impact on people who fly tip or those who hare course and I think your proposals are misguided and a waste of rate payers money. If this informal consultation goes forward to the next stage I will request a freedom of information action to formally review the evidence on which the decision is based. | Noted | <p>The decision to restrict MPVs is not made lightly but it is considered the only option. The bridge, slope and track are going to have to be constructed to meet CDM regulations. It is not possible to accommodate shared use in this pinch point and get CDM signoff.</p> <p>The comment re all user restrictions is irrelevant as this TRO is about restricting MPVs as well as carriage drivers for part</p> <p>TRO will be accompanied by access control structures to prevent illegal access</p> <p>A report will be supplied to Cabinet Member following the formal TRO consultation process</p> |
| <p>*Yet again the council are using the illegal actions of a minority to justify an unjust TRO on a public right of way. A TRO will not stop fly tipping. No one has ever flytipped from a motorcycle!! Use the correct tools such as a pspo and proper enforcement and prosecutions to deter flytipping.</p> <p>This byway can safely and sustainably accommodate motorised users on motorcycles. Consider a restrictive TRO that exempts these users rather than persecuting them for legal responsible riding.</p> <p>Our members use this byway on a regular basis and have never reported any problems with other byway users here. Motorcycles are small enough to safely let pass other users and we do not understand why they should be banned from using this track.</p> | Noted | <p>TRO will be accompanied by access control structures to prevent illegal access</p> <p>The decision to restrict MPVs is not made lightly but it is considered the only option. The bridge, slope and track are going to have to be constructed to meet CDM regulations. It is not possible to accommodate shared use in this pinch point and get CDM signoff.</p> |
| *The TRO will enhance the safety cyclists and walkers using the Science Vale Cycle Network route which is currently under consideration and includes the byways that are the subject of the TRO. | Noted | |

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| *Thank you for your letter of 13 May 2019 about the above matter. I agree with the proposed vehicle restrictions. | | |
| *Clearly any restriction in these rural locations should be self-enforcing and not reliant on any police enforcement. Having sought local advice we have no objection. I am in favour of this, the control strategies that would be put in place would restrict any vehicle access to any potential hare courses, fly tippers, or criminality. I understand the local farmers & landowners have been consulted and are happy with the plans. The farmers will have access through the control strategies for their own purposes, and we would be able to get access also, should we need to do so. | Noted | It is unlikely that blue-light services will gain anything from access to these two routes |
| *Express support for the proposed TRO 1 and TRO2. We feel the TROs are essential to enable access control structures to be installed to ensure users' safety along the track as well as protecting the environment, this giving greater opportunities for the public to enjoy the amenities of the area for recreation. | Agree | |
| I go down this byway for many years on my bike I have never had any trouble with anybody or anything. I cannot walk far and my bike is the only thing that gets me to places that I enjoy. | Noted | Unclear if this comment is about bicycle or motorcycle/quad |
| <p>*As a motorcycle rider I have never experienced any problems when riding this legal byway on my legal motorcycle.</p> <p>*I use the lanes discussed recreationally and would object to restrictions on vehicles other than motorcycles</p> <p>*As a responsible motorcycle rider I have never experienced any problems or issues with other users of the Byway nor have I had any difficulties regarding the dimensions of the Byway.</p> <p>*I have never experienced any trouble with motorised vehicles on this Byway. Not sure why they should be prohibited from using this Byway, especially motorbikes, the track is wide enough to pass each other safely.</p> <p>You mention in your reasons for the TRO that "it is not considered possible to accommodate the likelihood of all Byway users negotiating the crossing and slope at the same time". I use this Byway approximately once per month on a motorcycle and have only once in 4 years ever met anyone else at the "pinch point".</p> <p>I use this route on my motorcycle</p> <p>I use these roads regularly on my motorcycle without problems.</p> <p>I am a motorcyclist who regularly rides the byways in Oxfordshire, Gloucestershire and Wiltshire. Sadly there are too few remaining legally open for our use and the closure of another byway would only place additional strain on the remaining legal</p> | Noted | This is not about previous use. The TRO is a preventative measure to manage risk to an acceptable level along a route proposed for bridge/slope works and stone surfacing as part of a cycle/horse/walker improvement scheme and to meet CDM requirements. The decision to restrict MPVs is not made lightly but it is considered the only option |

routes. I frequently ride this byway and have never encountered any issues whilst on route either from other users of the byway or local in the area. I always stop and make it safe for other user to pass, frequently chatting with them as they pass. It would be a great pity to lose access to another part of rural Oxfordshire.

lockinge/ginge brook: been using it for decades by motorcycle, no problems.

note: being able to use ginge brook and other byways is my quality of life and I will defend my harmless use of them.

*As a motorcyclist, I have never experienced any issues with other users of this byway

*As a motorcyclist, I use this byway on a regular basis and have never experienced any issues with this route. Closing byways to motor vehicles is not a sustainable solution to the points raised.

I have used the Lockinge Byway (TRO 1) for a number of years, both on foot when walking my dogs, whilst riding my mountain bike and when riding my motorcycle. I do not believe there are any undue safety issues when using the byway with a motorcycle.

Yes, the bank is steep but in reality this presents no real problems. In fact, I would say that it is actually safer to ascend the bank on a motorcycle than it is on my bicycle or indeed on foot.

As far as ascending/descending the bank when other users are present, this surely just takes common sense from all parties as does the use of any public right of way, whether metalled or not.

In the past 15 years of using this byway on foot, on a bicycle and on a motorcycle, I have yet to encounter other users at the same point so I really fail to see that this is actually of significant concern.

Furthermore, I do not believe that there is significant and lasting damage to the byway from responsible motorcycle use. Certainly the byway is in the same if not better condition now than when I first used it roughly 15 years ago.

With regard to point 4 ("For affording better opportunities for the public to enjoy the amenities of the area, for recreation"), I am a member of the public and I use the byway for recreational use of my motorcycle and therefore removing MVP access would in fact reduce my opportunity to enjoy the amenities of the area for recreation.

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| <p>*As a motorcyclist I have never encountered any problems with any other users on this byway,in fact you rarely meet any other users. With only 33 miles of byway in Oxfordshire this is a precious resource.</p> <p>*As a responsible motorcyclist, I occasionally use these lanes and did not experience any problems with the lane itself or other users.</p> <p>*I, as a motorbike rider, have never experienced any problems with other byway users on this byway.</p> <p>I've been riding this lane for many years and have never encountered any problems with other users.</p> | | |
| <p>The byway is useful, I use it often and have never seen any vehicles in trouble.</p> <p>*The number of byways in the county is already severely limited , this feels another nail in the coffin for recreational use.</p> | Noted | |
| <p>Four-wheeled motor vehicles have not been able to proceed eastbound along this Byway for some time due to their access being blocked by a large tree trunk that has been installed by an interested party.</p> <p>I do agree that the byway is not as well suited to 4x4 use although I might add it has been deliberately and illegally obstructed by a large log at the western end for some time thus preventing 4x4 use. However, I believe it is perfectly well suited to 2 wheeled use without causing an issue safety or otherwise for other users.</p> | Noted | We are aware of occasions where farmers install temporary defensive measures to protect land from harecoursing, flytipping and other criminal activity. When requested these structures have been removed. The TRO and associated vehicle restriction structures will prevent the need for these and enable lawful access |
| <p>The slope out of Genge brook is perfectly safe and navigable by most users.</p> | Disagree | Unclear if the comment is based on experience of use – but the slope is not safely and easily usable by MPVs and carriage drivers due to its gradient and width |
| <p>You also argue that "as a fenced route for much of its length there is very limited space for all users to use the route at the same time and for motor vehicles to turn round and retrace their route.". In fact, there is plenty of space along the route for vehicles and other users -the only narrow stretch is actually at the bridge over the brook. Additionally, a number of years ago, I once took my car at the time (a Subaru Forester - i.e. not what you would traditionally deem a "4x4") along the byway whilst walking my dogs and was easily able to turn around to retrace my route. I therefore strongly object to any proposal that would withdraw the rights for 2 wheeled MPV access.</p> | Disagree | In addition to the bridge it is the two slopes to the stream, plus the narrow drop from the upper to lower fields west of the brook which are also very narrow. |
| <p>Support But please note that:</p> | | |

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| <p>1. the Society normally objects to the exclusion of horse drawn carriages. However, in this instance, due to the severity of the slope into Ginge Brook and that a bridge seems to have already been built which is not suitable for carriage drivers, it is dubious whether any carriages can physically use this route. We feel it is up to carriage drivers to judge for themselves whether they can tackle any particular path. We don't feel that paths should be closed to a particular user group because someone thinks it is unsuitable for them, apart from when there is danger to life.</p> | Noted | The decision to restrict MPVs and carriage drivers is not made lightly but it is considered the only option given the situation and limited range of solutions |
| <p>2. The consultation states 'that it is not possible to engineer a reasonable solution that safely provides for all byway users in this location in such a restricted 'pinch point''. What does 'reasonable' mean? It must be possible to construct a bridge there to take motorised vehicles & horse drawn carriages. Presumably it means that it is not reasonable to spend money on a bridge to the standard to take vehicles? This reason might be better worded. A bridge has been constructed already but not to the standard to take horse drawn carriages.</p> | Noted | The formal TRO consultation will clarify the wording regarding the bridge, slope and track engineering and environmental limitations. The existing bridge is a bridleway bridge built to a specification when the route was a CRB and in the only place that it could be constructed without impacting on the stream corridor. It is acknowledged that a TRO should perhaps have been put in place when this bridge was installed or when the route was classified as a BOAT. |
| <p>3. Reason 1 states: 'For avoiding danger to people or other traffic using the byway and preventing danger arising. It is not considered possible to accommodate the likelihood of all byway users negotiating the crossing and slope at the same time. There are no escape routes and poor visibility. Additionally, as a fenced route for much of its length there is very limited space for all users to use the route at the same time and for motor vehicles to turn round and retrace their route'. The Society does not support this reason for the TRO. There is no evidence, as far as we are aware, that many users use the byway, the crossing and the slope at the same time. The Society does not accept that inadequate path width is a valid reason for imposing a TRO. There are many public rights of way where the path width does not allow different users to pass: they have to either find a passing place or re-trace their steps. Much / all of the length of the byway is wide enough for users to pass, if not for motor vehicles and horse drawn vehicles to turn around. Perhaps this needs re-wording?</p> | Disagree | In addition to the bridge it is the two slopes to the stream, plus the narrow drop from the upper to lower fields west of the brook which are also too narrow. The decision to restrict MPVs and carriage drivers is not made lightly but it is considered the only option. The bridge, slope and track are being constructed to meet CDM regulations. The formal TRO consultation wording and reasoning will be made clearer |

| West Hendred BOAT 403/9 and East Hendred restricted byway 199/17 – specific comments | | |
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| Comment/part-comment | Proposed action <ul style="list-style-type: none"> • Agree • Disagree • Noted | Commentary where necessary |
| <p>This byway is often illegally blocked, and you as a highway authority fail in your DUTY to remove the illegal obstruction put in, no doubt, by the land owner.</p> <p>As the authority, you had to make a pragmatic decision post NERC on whether vehicular rights still existed on certain Restricted Byways. On this byway, the majority length is BOAT. I would suggest that if someone drove the short RB section, it would be unlikely that they would be prosecuted in court for doing so, more so because the continuation is byway also. Personally I would say you failed in your reclassification duty pre-NERC and now you are trying to wipe the mistakes under the carpet.</p> <p>Can you tell me if the white road on the dogleg north past Park Hill is on the List of Streets? If so, this creates a further connection.</p> | <p>Noted</p> <p>Disagree</p> <p>Noted</p> | <p>We are aware of occasions where farmers install temporary defensive measures to protect land from harecoursing, flytipping and other criminal activity. When requested these structures have been removed. The TRO and associated vehicle restriction structures will prevent the need for these and enable lawful access</p> <p>This comment re NERC is irrelevant to the improvement project and the TRO as no application to 'claim' byway rights was made for this route. The RB section is around 600m long so cannot be considered 'short'</p> <p>Not relevant to the RB section of the Icknield Way but the continuation is not on the LoS. The Icknield Way was diverted to its current route in 1983 leaving a stub of the BOAT as a dead-end for no clear reason</p> |
| Reason 1: Rubbish. Many tarmac roads have limited space to pass. Please can you let me know how many vehicles use this byway per week, as I'm sure you must have done a survey prior to the proposal. The tarmac roads next to this byway are no wider, so your reason is flawed. | Disagree | This is not about previous use. The TRO is a preventative measure on a dead-end MPV route to manage risk to an acceptable level along a route proposed for stone surfacing as part of a cycle/horse/walker improvement scheme. |
| Reason 2: As a highway authority, you have a DUTY to assert and protect the rights of all users. It appears you are neglecting that DUTY, preferring to support this users that have more access to the countryside than MPV users do. Are you suggesting that some users are more welcome in the countryside than others? | Disagree | The TRO is a preventative measure on a dead-end MPV route to manage risk to an acceptable level along a route proposed for stone surfacing as part of a cycle/horse/walker improvement scheme. The duty to assert and protect includes the ability to undertake lawful restriction processes |

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| MPV user have a Code of Conduct and pull over for other users, turn off engines for horse riders. The pinch point is the bridge, which 4x4s can't use due to my previous comment. | Disagree | MPV users are not required to pull over for other users and turn off engines on roads. |
| Reason 3: As above. It's no narrower than other byway and nearby tarmac roads. Please provide information on the number of vehicles the use this each week compared to the tarmac roads at either end. | Disagree | The TRO is a preventative measure on a dead-end MPV route to manage risk to an acceptable level along a route proposed for construction of new stone surfacing as part of a cycle/horse/walker improvement scheme. The comparison with other roads in the area is irrelevant |
| Reason 4: So, the way I read this is you believe recreational vehicular users aren't part of the public that can enjoy the amenities of the area, for recreation. Can you please re-read the definition of a BOAT please? While I commend your 'Improved infrastructure is planned to support the creation of route one of the Science Vale Cycle Network which is a shared walking, cycling and horse-riding community 'Greenway' as a walker and mountain biker, I feel somewhat side lined as a recreational vehicular user. You neglected your duties to reclassify many RuPPs and now you want to further restrict MPV users that have minimal access to a descent byway network in Oxfordshire. | Disagree | The decision to restrict MPVs is not made lightly but it is considered the only option. The TRO is a preventative measure on a dead-end MPV route to manage risk to an acceptable level along a route proposed for construction of new stone surfacing as part of a cycle/horse/walker improvement scheme |
| Your reasons for a TRO are weak and I believe you are being pressured by a land owner to do this, as there is no other reason for doing so. | Disagree | The requirement for the TROs is predominantly because of the improvement scheme design/construction and use needs |
| I hope you consider dropping these proposals, and consider talking to GLASS (Green Lane Association) to discuss options. There are too many anomalies in Oxfordshire and these need resolving. | Noted | OCC welcomes discussion with all user and interest groups which is why the informal consultation stage was used. No alternative options have been presented |
| This is a route that I have never been able to use as it has always been illegally blocked everytime that I have been to the western end. | Noted | We are aware of occasions where farmers install temporary defensive measures to protect land from harecoursing, flytipping and other criminal activity. When requested these structures have been removed. The TRO and associated vehicle restriction structures will prevent the need for these and enable lawful access |
| It is very clear from looking at a map that there is a route from Hagbourne Hill to East Lockinge that should be a byway in its entirety, much of it is, rather than | Disagree | No application to 'claim' byway rights was made for this route. Flytipping is just one issue that the TRO and vehicle restriction structures will help to |

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| attempting to close the route it should be opened up to allow a through route that could reduce the likely hood of fly tipping as suggested above. | | prevent. Harecoursing and farm burglary are other crimes that may use tracks as access and through routes |
| As the byway was never originally a dead end where it turns into a restricted byway, why not consider upgrading the restricted byway to a byway to create a through route. Something that should have been don pre 2005 when the NERC act extinguished the rights on the restricted byway and created a dead end!!! | Disagree | No application to 'claim' byway rights was made for this route |
| <p>Horses do more damage than anything that goes down there and walkers leaving rubbish down there as well dog walkers not picking up after their dogs.</p> <p>This is a useful route that I use often, it would be against public spirit to restrict it.</p> <p>As above, I have never come across any problems with other users on this track</p> <p>I have ridden Byways on a motorcycle around the U.K. that are much more restrictive in width than these without incident or inhibiting the passage of other fellow vulnerable road users.</p> <p>Our members use this byway occasionally and have never encountered any problems with other byway users. We thus do not understand why this byway should have a blanket ban TRO for motorised vehicles, especially motorcycles.</p> <p>I use the road regularly on my motorcycle without problems</p> <p>I often use this byway as a motorcyclist and have never found any issues whilst on it with other users.</p> <p>You do not get any problems as rarely see other users.</p> | Noted | <p>This is not about previous use. The TRO is a preventative measure on a dead-end MPV route to manage risk to an acceptable level along a route proposed for construction of new stone surfacing as part of a cycle/horse/walker improvement scheme</p> <p>The creation and promotion of a 'greenway' type designated route will result in many more cyclists, horse-riders and walkers using this route for commuting, leisure and tourism journeys</p> |
| never had any problems in decades of using west hendred byway (by motorcycle). The problem is Oxfordshire council (my opinion lawless hooligans) repeatedly failed in their legal duty to research and reclassify rupps. because of that part of (w hendred) byway is now restricted byway, and now they want to close the other half (because of their failings).ps: they done exactly the same for ridgeway and made it illegal for us to use Oxfordshire ridgeway (but we can use berks and wilts ridgeway) what an appalling byway track record Oxfordshire council have. | Disagree | No application to 'claim' byway rights was made for this route. Due process was undertaken for the Special Review in the 1970s and subsequent legal events |
| Personally, I do not see the point of going to the expense of applying for a TRO on this byway since the fact that it leads to a restricted byway means that it's MVP use is naturally limited. The fact that those who choose to use it have to retrace | Noted | The TRO is a preventative measure on a dead-end MPV route to manage risk to an acceptable level along a route proposed for construction of |

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| <p>their steps is their choice if they wish to do so - why shouldn't they? 4x4s do not need to turn around to retrace their steps, they can simply reverse and there is plenty of space on this route to turn a motorcycle around.</p> <p>With regard to illegal fly tipping and hare coursing, I also do not see how removing the lawful use of this byway will prevent existing illegal activities on the surrounding land – if they are prepared to fly tip or hare course, then making use of the lane to motor vehicles also illegal is not going to stop them. I therefore object to council funds being used to impose an unnecessary TRO.</p> | | <p>new stone surfacing as part of a cycle/horse/walker improvement scheme</p> <p>Flytipping is just one issue that the TRO and vehicle restriction structures will help to prevent. Harecoursing and farm burglary are other crimes that may use tracks as access and through routes</p> |
| <p>Support</p> <p>But please note:</p> <ol style="list-style-type: none"> 1. The Society does not accept that inadequate path width is a valid reason for imposing a TRO. There are many public rights of way where the path width does not allow different users to pass: users have to either find a passing place or re-trace their steps. Much /all of the length of the byway is wide enough for users to pass. | Disagree | <p>The TRO is a preventative measure on a dead-end MPV route to manage risk to an acceptable level along a route proposed for construction of new stone surfacing as part of a cycle/horse/walker improvement scheme</p> |

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INTERNAL WORKING DOCUMENT

Science Vale Route 1 - Informal TRO consultation – issues and options appraisal for next steps in formal process

Key facts

1. Existing bridge over Letcombe Brook could be considered unlawful as it restricts access for all byway users – but it was installed in 1980 when route was CRB at request of BHS
2. No TRO or other legal measure was put in place at the time of its installation
3. The bridge has been maintained since installation with no work to remove, relocate or reconfigure it - other than the 2019 Skanska options assessment
4. Existing bridge is very near end of serviceable lifespan
5. The slope has had no management/repair or other intervention and is considered a natural feature
6. The whole Route 1 scheme cannot proceed in present form without
 - a. a brook crossing and slope adjustment that enables reasonably safe cycling, walking and horse-riding uses, and
 - b. The dedication of additional access for connecting routes via Red Barn
7. Informal TRO consultation x2 has confirmed objections from motorised users, predominantly motorcyclists, and also includes support from parish councils and police
8. No respondent mentions the alternative minor road route that is available for TRO1 or the need to use A417 for TRO2 (for MPVs)

Key objections/challenges

1. Motorcyclists claim they have used TRO1 and TRO2 routes without problem and without causing problems for many years – although most state unlikely to meet anyone at same time
2. 4x4 users say that the brook is a natural stopping point/destination in its own right and that there is no problem reversing or turning around for either route
3. The illegal obstructions are highlighted as preventing some vehicle access
4. OCC criticised for not tackling byway anomalies such as TRO2 before or after NERCA
5. TRO reason regarding narrowness of routes is challenged (based on comparable roads)
6. TRO reason for preventing illegal activities is challenged by motorcyclists (crimes not committed by M/Cs)
7. TRO reason for unable to construct to meet shared standards for narrow slope is challenged (compared with routes elsewhere in country)
8. TRO is challenged as being not an effective measure and not good use of public funds (comments don't take account of structures being proposed)
9. TRO challenged as being too heavy handed and without prior discussions (despite the informal TRO process being used)

Options

1. **Carry on with TRO1 and TRO2 - with minor modifications to clarify reasons.** By providing clarification to reasons and ensuring evidence re design it would allow more consideration of the reasons at consultation stage – and modification at reporting/decision stage would be possible if some relaxation in restrictions was deemed necessary

This is suggested to be the way forward for at least the formal TRO consultation stage as it is low risk and doesn't give ground unnecessarily

2. **Abandon TRO1 completely** – this is considered unacceptable as it would place whole scheme at risk because a replacement bridge/slope could not be constructed **unless** PP secured and then separate s247 application made from SoS to stop up restricted byway and byway rights

At this stage it is suggested that this abandon TRO and replace with s247 is not an option

3. **Abandon TRO2 completely** – This could remove MPV objection area and would need s66 barriers installed where the RB starts as well as at Newbury Road but it wouldn't be possible to install barriers at Ginge Road eastbound byway which could cause illegal use concerns. The dead-end and narrow nature of the track is the problem here as are likely projected speed increases with the change to surface to make it easier and safer for walkers, cyclists and equestrians. By maintaining a dead-end byway OCC would need to provide turning area for MPVs otherwise users would have to reverse up and onto Ginge Road. If this option was adopted and if accidents took place a follow up TTRO/TRO could be implemented.

Because of the narrow width, likely speed increase and no ability to barrier at Ginge Road it is suggested this is not an option at this stage

4. **Modify TRO1 to allow motorcycles (or vehicles with 0.5t/5ft width limit)**. Strong arguments have been made by M/Cs regarding crime and physical/safety impacts. Also, any barriers could not prevent M/C access. Limited engineering/design thought to be needed to enable access to the bridge/slope **BUT** speed and noise factors are still a factor and OCC is going to be constructing and promoting this route for NMUs for cycling, walking and horseriding. If accidents took place a follow up TTRO/TRO could be implemented.

It is suggested that this is not an option at this stage as OCC's primary role is to ensure user safety on a newly constructed and promoted facility

5. **Modify TRO2 to allow motorcycles (or vehicles with 0.5t/5ft width limit)** The dead-end nature of the track is the problem here as are projected speed increases with the change to surface to make it easier and safer for walkers, cyclists and equestrians. s66 safety barriers could be installed on Ginge Road and Newbury Road. **BUT** speed and noise factors are still a factor and OCC is going to be constructing and promoting this route for NMUs for cycling, walking and horseriding. If accidents took place a follow up TTRO/TRO could be implemented.

It is suggested that this is not an option at this stage as OCC's primary role is to ensure user safety on a newly constructed and promoted facility

6. **Modify TRO1 to restrict MPV access just to slopes and bridge** This is a modification to create a dead end all-user byway from Ardington Road to the upper field (access to slopes and watercourse not included) and from Ginge Road to the field edge. This would remove MPV access to the very narrow sections of the route and would enable parking and walking to the 'destination' of the brook BUT speed and noise factors are still a factor and any barriers could not prevent motorcycle access.. By creating a dead-end byway OCC would need to provide turning area for MPVs otherwise users would have to reverse up and onto Ginge Road and Ardington Road. If this option was adopted and if accidents took place a follow up TTRO/TRO could be implemented.

It is suggested that this is not an option at this stage as OCC's primary role is to ensure user safety on a newly constructed and promoted facility. Deliberately creating a dead-end route would add a responsibility for manoeuvring incidents. There would be a strong likelihood that motorcyclist would continue to use the whole route.

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